

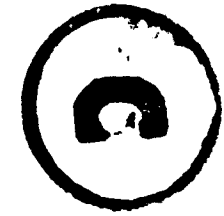
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South rail new 5

VOL. 5

JUNE - 1958

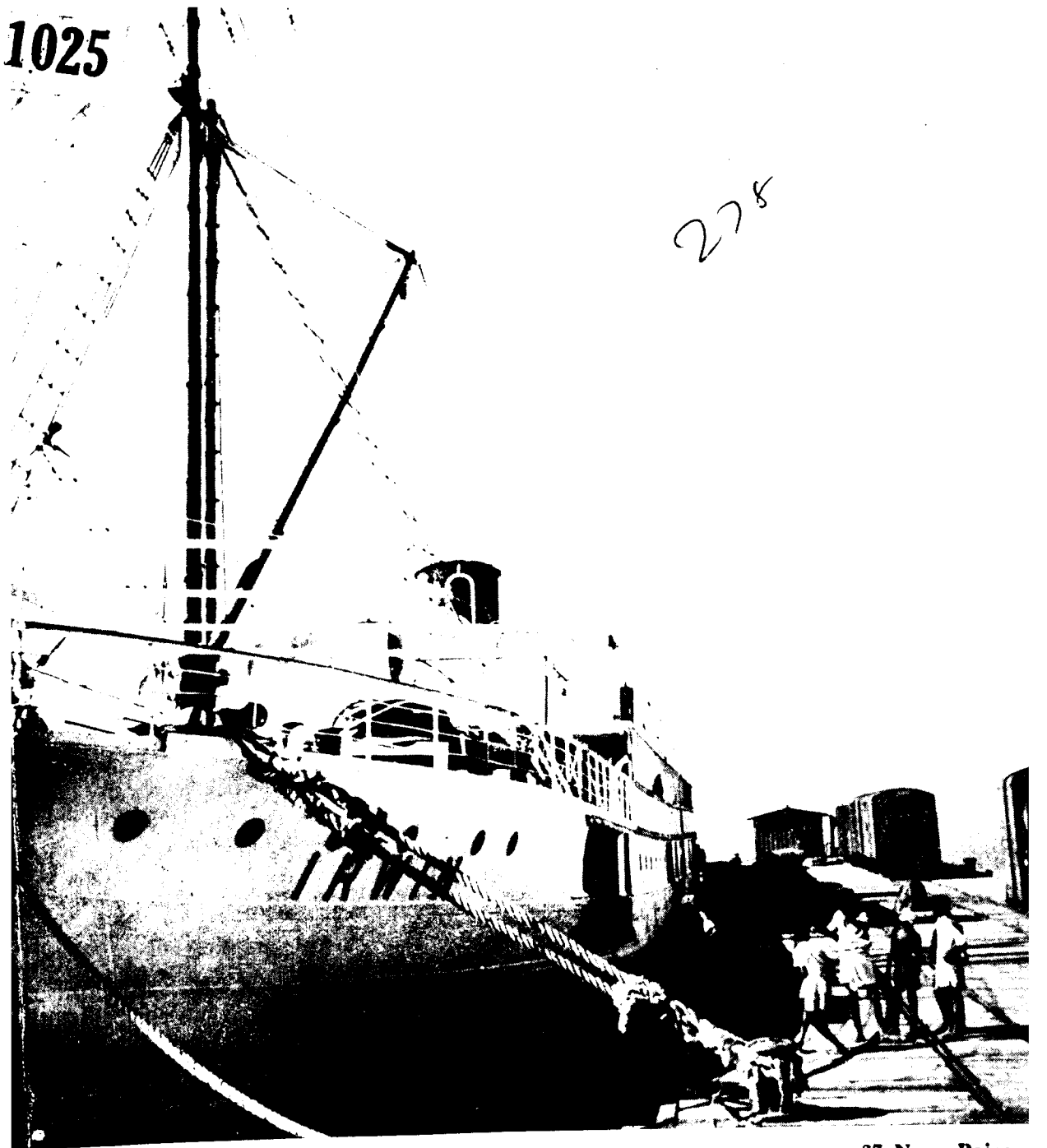
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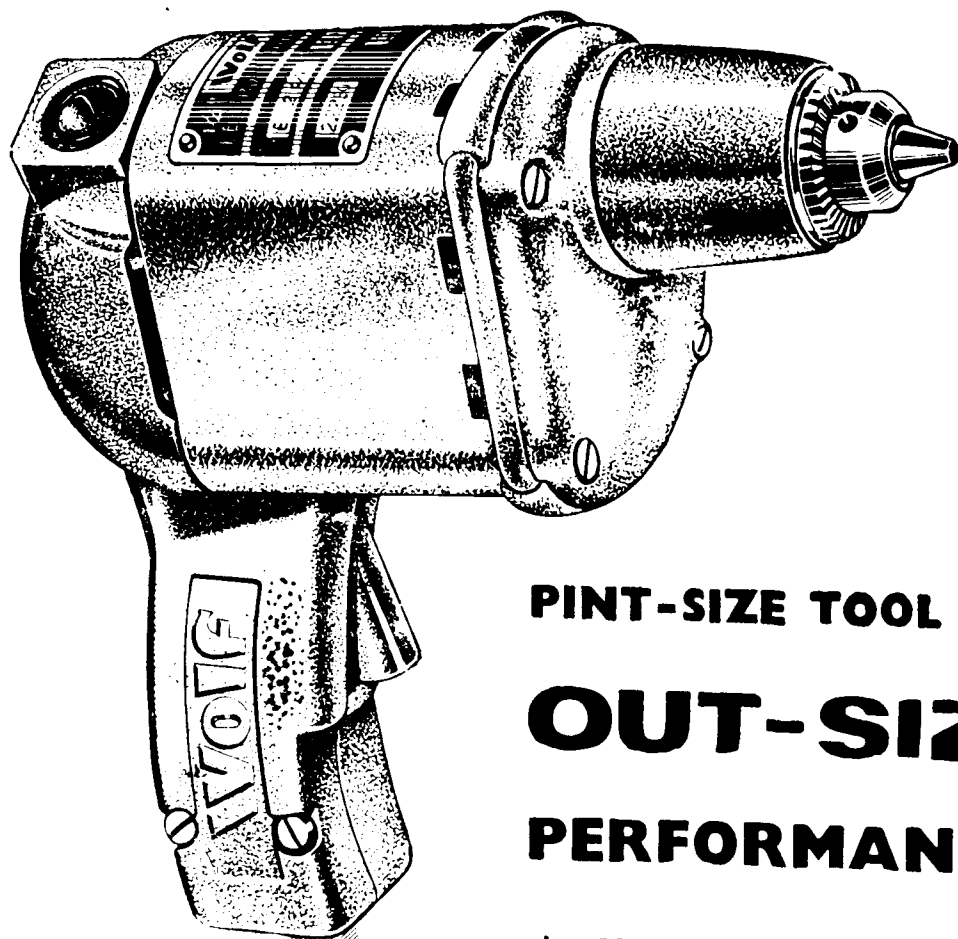
Southernrailnews

PUBLISHED BY THE SOUTHERN RAILWAY

VOL. V

JUNE 1958

No. 3



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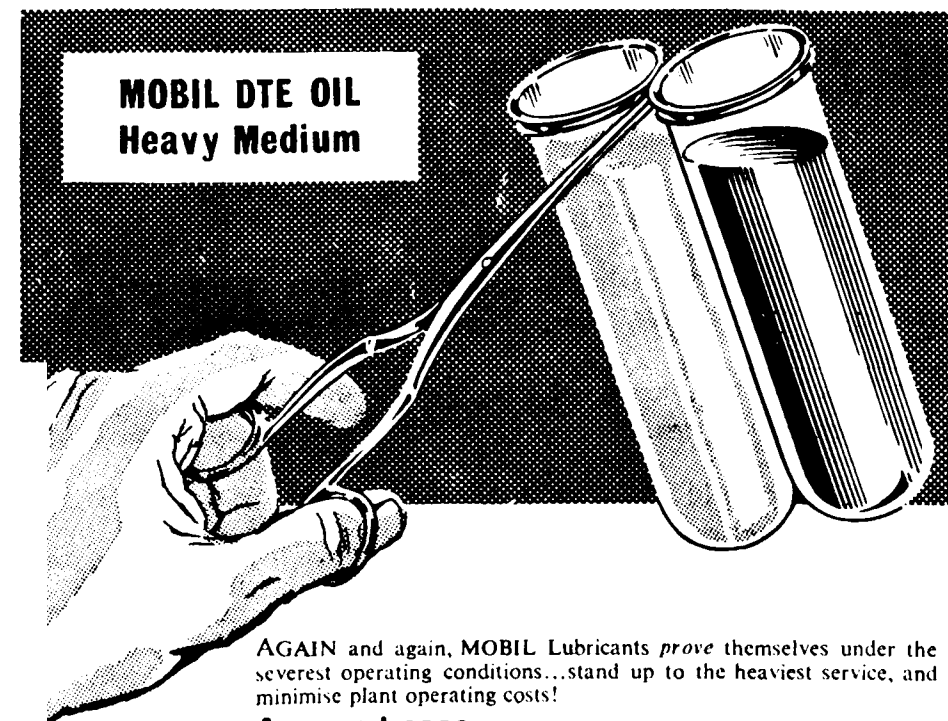


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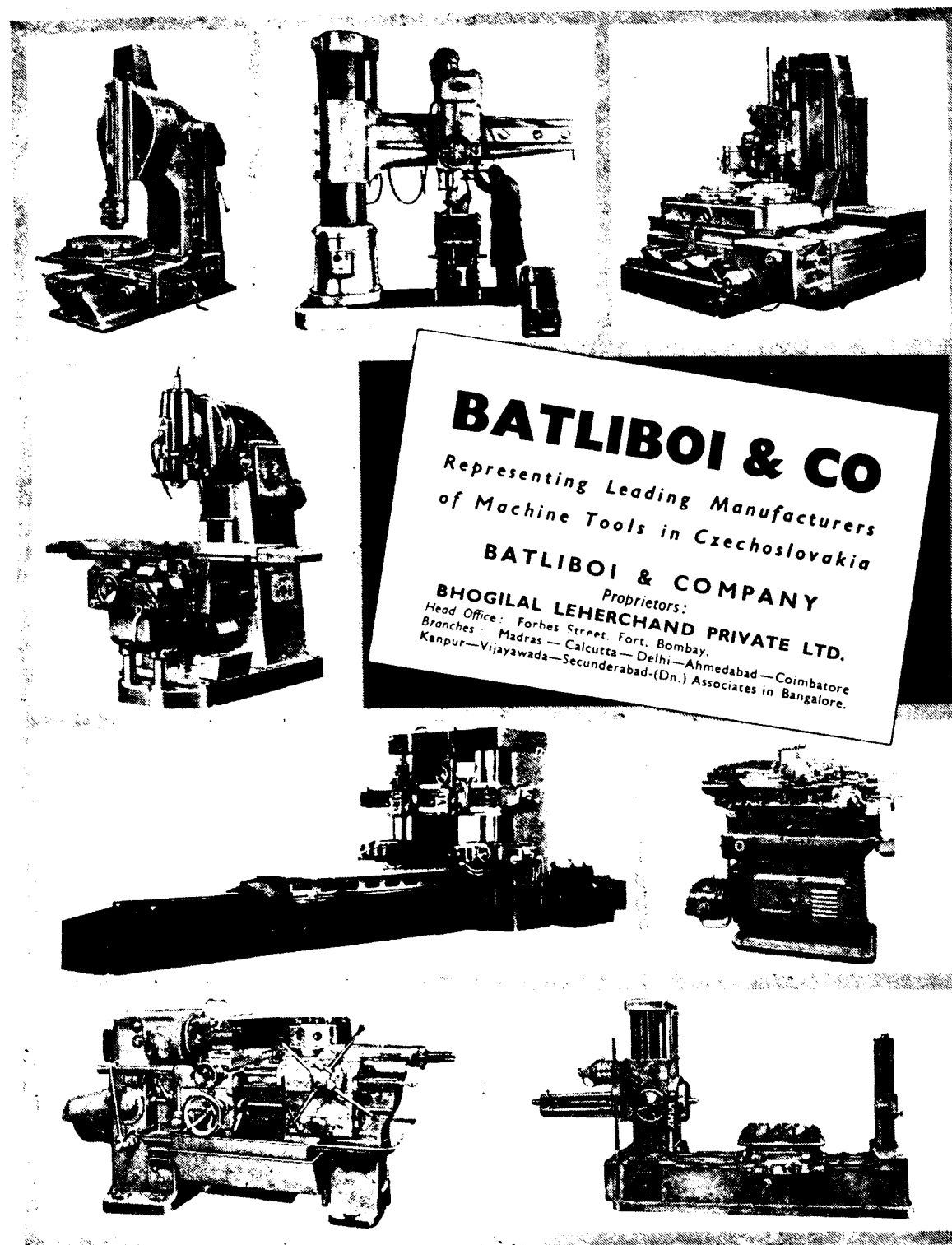
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- * Booking our heavy luggage in the brake-van will give our fellow passengers and ourselves more room in the compartments.
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- * Railways are the Nation's property. We can help to safeguard these by apprehending persons pilfering or causing damage to railway property. They should be pointed out or turned over to uniformed Railway Staff on duty. Unsocial elements indulging in unauthorised alarm chain pulling could be dealt with in like manner.

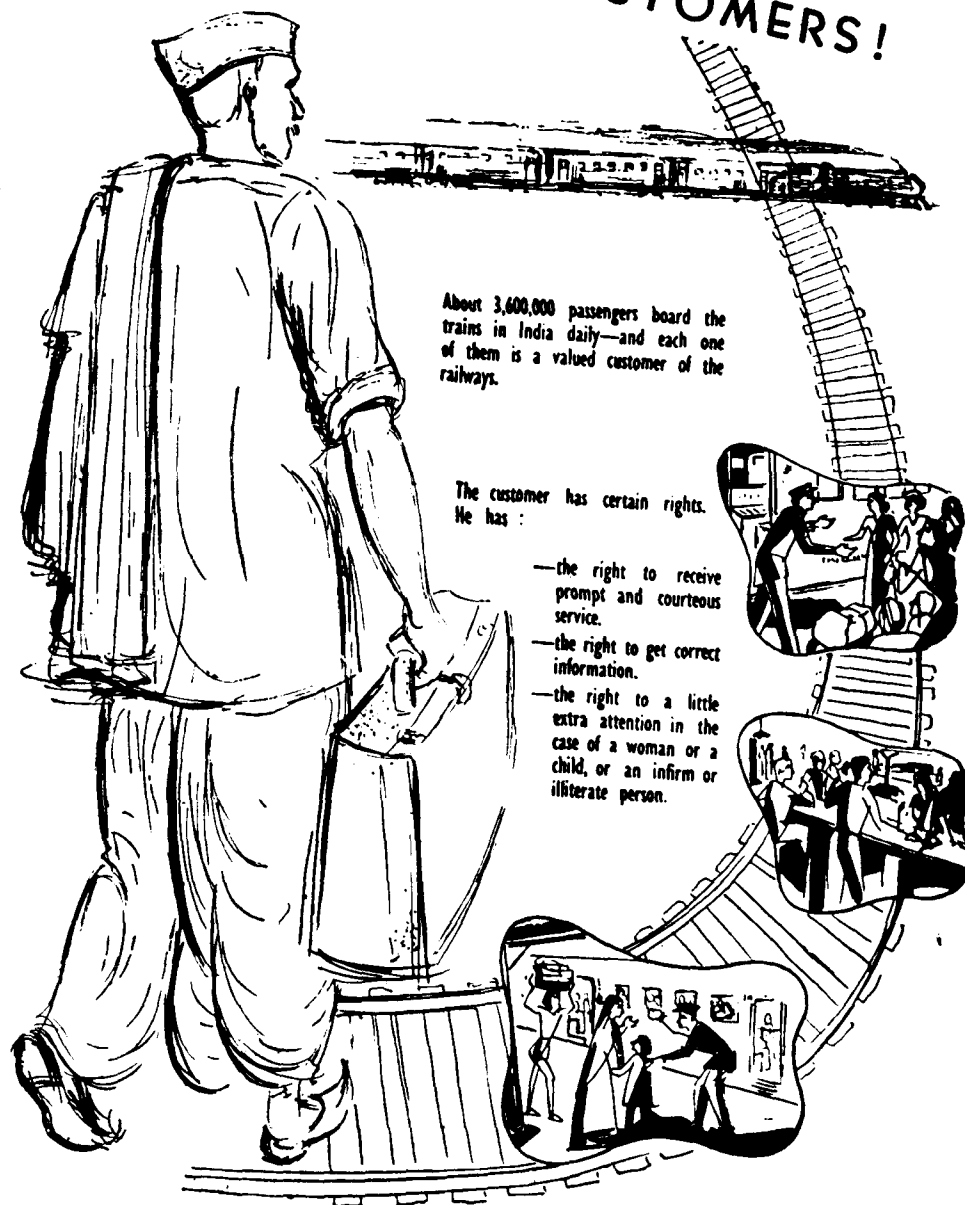
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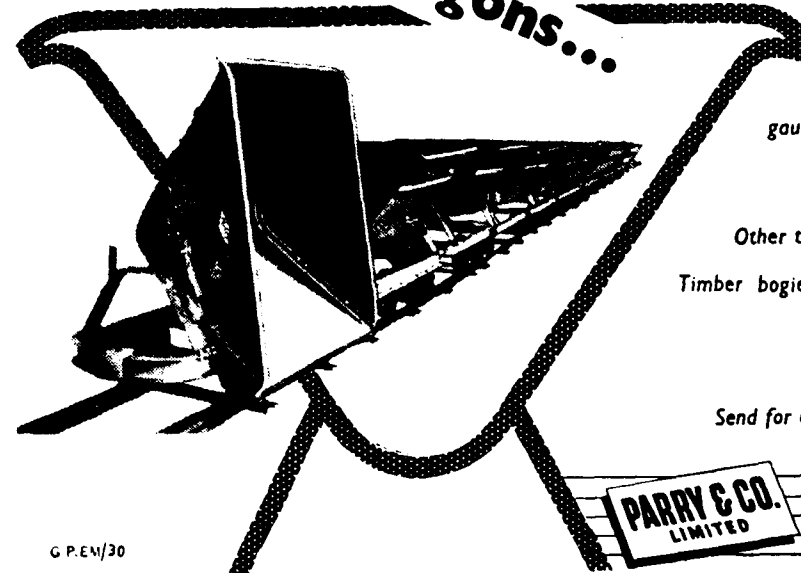
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SOUTHERN RAILWAY

TENDER NOTICE No. 15

Sealed tenders in the prescribed forms, separately for each of the following works, will be received by the Divisional Superintendent (Works), Guntakal, upto 16-00 hours on Monday, the 7th July 1958 and opened in his office at 17-00 hours on the same day :

Sl. No.	NAME OF WORK.	Approximate value of the contract.	Earnest money to be paid.
		Rs.	Rs.
1.	Reballasting of the track from mile 285½ to mile 324½ in Nandyal Section	3,71,700	11,155
2.	Reballasting of the track from mile 238/0 to mile 285½ in Dronachellam Section	4,40,000	13,200
3.	Reballasting of the track in Bellary Section from Kudatini to Guntakal	3,62,400	10,875
4.	Proposed crossing station between Bellary and Hagari at mile 207/23 to 208/10	53,400	1,610
5.	Proposed crossing station between Papinayakanahalli and Gadiganuru at mile 174/24 to 175/0	35,400	1,065
6.	Proposed crossing station at Baivanhal between Virapur and Bantanahal at mile 223/6 to 223/18—Conversion of flag station into a crossing station	28,400	855
7.	Markapur Road—Proposed extension of III Class waiting hall and provision of standard type platform stall and Road Goods Room	17,260	520
8.	Adoni—Proposed filling up of low places near Ballast Train siding	15,750	475
9.	Guntakal—Proposed First Class Police Station	21,150	635
10.	Supply of Tiles, Hourdis Blocks, etc., for the period from 1—7—1958 to 30—6—1959 for Guntakal Division	—	500
11.	Zonal Contract—Collection and training out of ballast in zone 'P' (Arkonam-Renigunta Section) and 'Q' (Renigunta-Muddanuru Section) for a period of one, two or three years from 1—7—1958	—	1,000
12.	Zonal Contract—Execution of works, supply of materials and labour in Zone 'I' Hospet-Kottur and Gunda Road-Samehalli Sections) for a period of one, two or three years from 1—7—1958	—	1,000

Tender forms can be obtained from the Divisional Superintendent (Works), Guntakal, on production of a receipt for Rs. 10 each for items 1 to 9 and Rs. 5 each for items 10 to 12 paid to the Divisional Pay Master, Guntakal or any Station Master on the Southern Railway.

Last date for issue of tender forms: 15-00 hours on Thursday, the 3rd July 1958.

Last date for receipt of earnest money by the Divisional Pay Master, Guntakal: 16-00 hours on Friday, the 4th July 1958.

Other particulars can be seen in the tender forms.

Tender forms are not transferable.

In no circumstances will the cost of tender forms be refunded.

SOUTHERN RAILWAY

Mysore Division

TENDER NOTICE No. 4

Sealed tenders in the prescribed form will be received upto 16 hours on Monday, the 7th July 1958, for the following work :—

NAME OF WORK	Approximate value of Contract	Earnest money	Cost of tender form
	Rs.	Rs.	Rs.
Mysore—Construction of a New Hospital with 40 beds at	3,22,700	9,681	10

Tenders received will be opened at 16 hours on 7th July 1958. The cost of tender form must be remitted either to the Divisional Accounts Officer, Southern Railway, Mysore or to any Station Master on the Southern Railway and receipt issued therefor may be sent to this office.

Last date of issue of tender forms: 15 hours on Wednesday, the 2nd July 1958.

Last date of receipt of earnest money: 15 hours on Thursday, the 3rd July 1958.

Further particulars and tender forms can be had from the Divisional Superintendent (Works), Southern Railway, Mysore.

SOUTHERN RAILWAY

TENDER NOTICE

The Deputy Chief Engineer (Construction), Southern Railway, Egmore, Madras-8, invites sealed tenders for the following work upto 13-00 hours on 29—7—1958 :—

NAME OF WORK.	Approximate cash value of the work.	Earnest money.	Cost of tender forms.
	Rs.	Rs.	Rs.
Hubli Workshops Remodelling.			
Fabrication, supply and erection of Steel work for the Loco Shop	20,30,000	60,900	10

Last date of deposit of earnest money with the Chief Cashier, Southern Railway, Park Town, Madras-3: 12 hours on 24—7—1958.

Last date of issue of tender forms: 12 hours on 24—7—1958.

Date of opening of tenders: 15 hours on 29—7—1958.

Further particulars and tender forms can be had from the Dy. Chief Engineer (Construction) or from the Executive Engineer, Hubli Workshops Remodelling, Hubli, on production of a receipt towards the cost of tender forms either from the Chief Cashier, S. Rly., Park Town, Madras-3 or any Station Master on the Southern Railway.

SOUTHERN RAILWAY

TENDER NOTICE

Sealed tenders in the prescribed form will be received by the Chief Engineer, Southern Railway, Madras, upto 16-00 hours on Tuesday the 15th July 1958 from Contractors who have specialised in Prestressed Concrete work, for the manufacture and supply of Prestressed Concrete girder spans of 29'-9" clear span (34'-8" over all) for Bridges Nos. 69 at mile 40/5-6, 80 at mile 46 13-14 and 104 at mile 59 1-2 in Guntakal-Dharmavaram Section, Guntakal Division.

Tender form can be obtained from the Chief Engineer on production of a receipt for Rs. 10 paid to the Chief Cashier, Southern Railway, Madras-3 or to the Divisional Pay Master, Guntakal or to any Station Master on the Southern Railway, towards its cost (including cost of plans). Under no circumstances will the amount paid for the tender form be refunded. The tender form is not transferable.

The tender forms will be issued only upto 15-00 hours on Tuesday the 8th July 1958.

Approximate cost of Contractor's portion of the work is Rs. 4,50,000. The earnest money of Rs. 13,500 should be paid before 15 hours on Thursday the 10th July 1958.

Further particulars can be had from the Chief Engineer, Southern Railway, Madras-3.

SOUTHRAILNEWS

(Published by the Southern Railway)

VOL. V

EDITORIAL NOTICE

No. 3

K. SRINIVASAN, Editor

All contributions must be clearly typed and double-spaced on one side of the paper only, and signed, not necessarily for publication but as a guarantee of good faith.

Manuscripts and photographs, not accepted for publication, will be returned only if the sender so requires and encloses the usual stamped, addressed envelope.

Contributions should be addressed to the Editor, not by name, and reach him not later than the 10th of the previous month.

The Editor does not assume any responsibility for the accuracy of the news supplied by correspondents or for opinions expressed by contributors. Opinions expressed in the Southrailnews whether editorially or by contributors should be regarded as having no official authority.

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THE EDITOR

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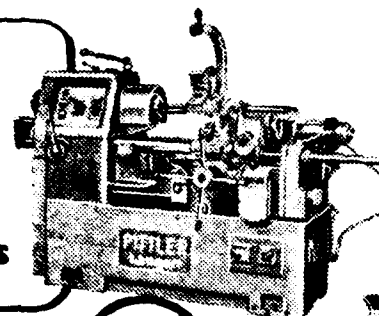
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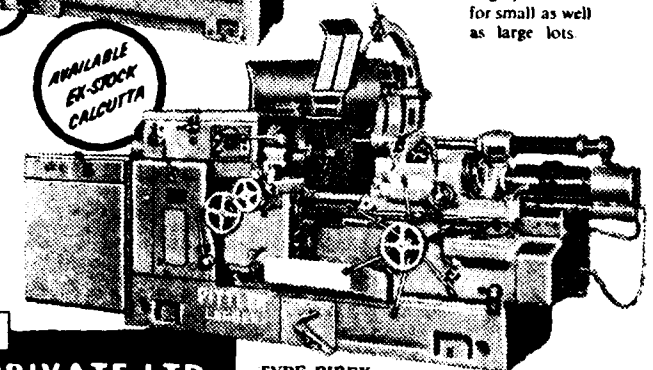
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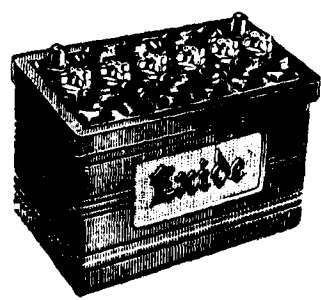
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Southrailnews

VOL. V

JUNE 1958

No. 3

RAIL DEVELOPMENT IN AND AROUND MADRAS

THE linking up of the Central and Egmore stations in the Madras City by an underground railway laid below the Cooum river was envisaged by Sri S. V. Ramaswamy, Union Deputy Minister for Railways, during his recent visit to the City. Stating that it was his idea and that no proposal had been prepared for taking it up, Sri Ramaswami told the Press Representatives in the General Manager's Office, Southern Railway at Park Town, that the scheme, though it might involve some cost, was "worth having" for the convenience of railway passengers requiring transshipment between these two stations. He hoped that the idea would catch up and that the scheme would materialise in due course. He desired a similar link-up between Victoria Terminus and Central stations in Bombay and between Howrah and Sealdah stations in Calcutta. These schemes he said could be implemented when a country like Japan had linked up two of their Islands by a 12½ mile long under-ocean tunnel.

Once this was done, it would enable them to take up the second stage in which it was proposed to have ten long platforms at the Central Station. This scheme would cost Rs. 1.26 crores. The third stage was to quadruple the railway line from Central to Villivakkam at a cost of Rs. 51 lakhs.

The new railway lines suggested by the Madras Government, Sri Ramaswami said, could not be immediately taken up on account of shortage of funds. Even the Salem-Bangalore line, which had the best chance of coming under the Second Plan, had been taken to the next plan owing to paucity of funds. The Planning Commission had stated that they could not increase the allotments for the railways. Therefore, it might be possible that some of the schemes included within the outlay of Rs. 1,125 crores might have to be taken to the Third Plan. The Dy. Minister also told that he was inclined in favour of the idea of electrification of the Madras Central-Arkonam line by introducing the electrification of the Tambaram-Villupuram section upto Chingleput Junction only. The Arkonam section had already a double track and a heavy traffic from the three sides of Bangalore, Bangalore and the Bay of Bengal. Electrification of the

The Deputy Minister outlined the proposals for improvements to the Central Station to relieve congestion. During the present Plan period, he said, the washing lines would be shifted to Basin Bridge under a scheme which would cost about Rs. 93 lakhs.

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would speed up traffic and ease the congestion a good deal. Another reason why this suggestion commended itself to him was that there was some force in the argument that Madras City had so far shown a pronounced tendency to expand only in the Southern direction where people colonised more than on the West. Absence of speedy train service in the Arkonam section had acted as a restraining factor in the expansion of the City towards the West. With the electrification of this section more housing colonies would spring up on the fringes of the Railway route on the West also, thereby relieving the congestion in Madras City. All this could be done only by the diversion of part of the funds allotted to the electrification of the Tambaram-Villupuram section and that too only under the Third Plan period. The Deputy Minister was emphatic that the electrification of the Tambaram-Chingleput section would on no account be given up and that whatever might be the need for saving foreign exchange,

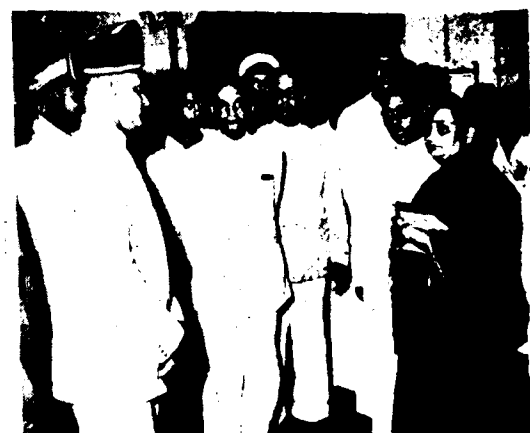
the funds allotted for the purpose would not be allowed to lapse or diverted to any other part of the country.

The proposal about the underground Railway from Madras Central to Madras Egmore is a progressive idea provided it will cost less than other means of connecting these two stations. The electrification to the west of Madras in the direction of Arkonam is also a welcome idea. It is now said that Railways around Madras have a lopsided development. The Cycle industry, etc., are developing in the west of Madras in the direction of Avadi. It is worth electrifying the busy Arkonam-Madras Section. It is gratifying to note that the funds allotted to Madras State, i.e., Madras Beach-Villupuram electrification will be retained for this portion of the country even if Chingleput-Villupuram electrification is abandoned. The funds will be utilised for the electrification of the Railways in this area during the Third Plan Period.

A view of the Press Conference held by the Dy. Minister in GM's room



Mr. S. V. Ramaswamy, Dy. Minister, inspecting Madras Egmore station with GM & other Heads of Departments



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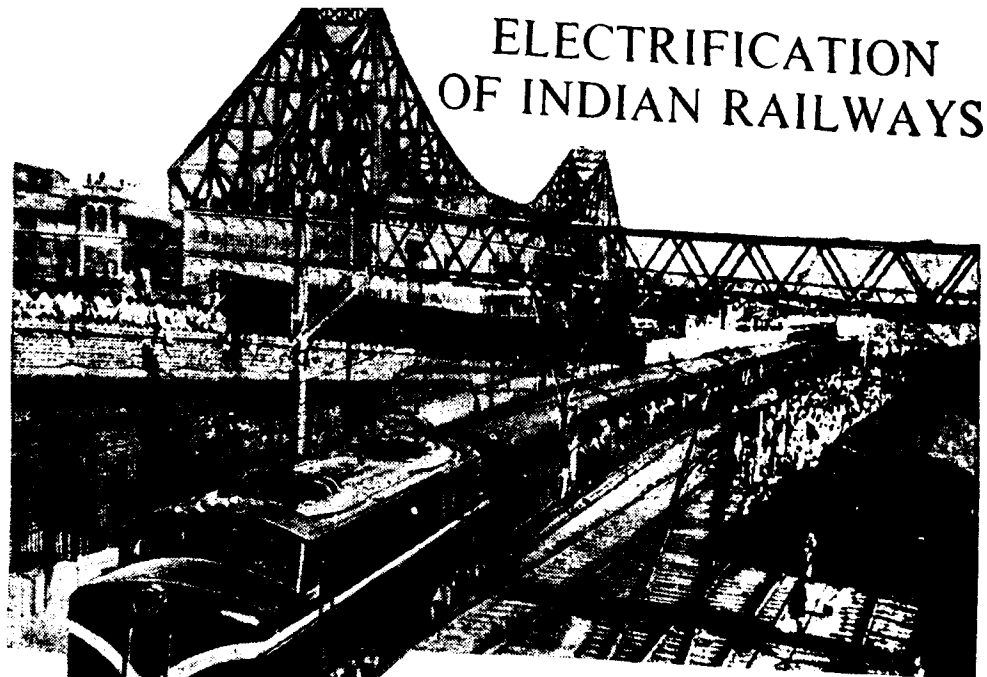


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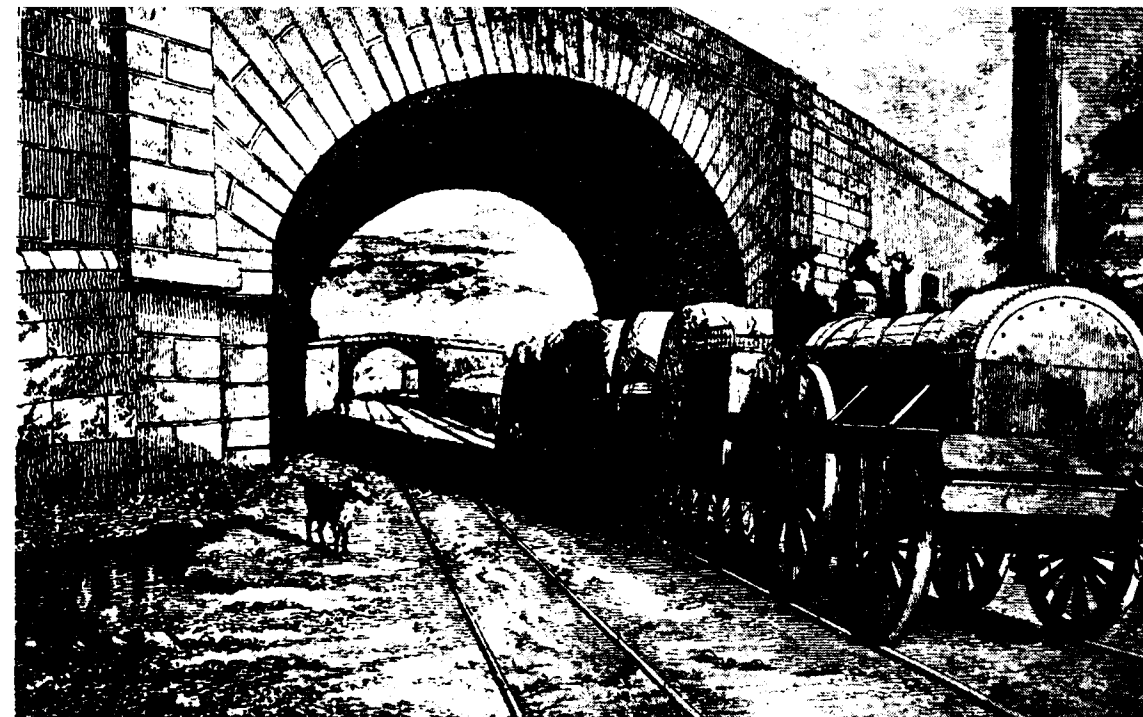
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Freight handling on the Liverpool & Manchester Railway in 1830

WORLD OF RAILWAYS

ARTHUR L. STEAD

Our London Correspondent

ROCKETS are much to the fore these days as our scientists seek to probe the mysteries of space. One-hundred-and-thirty years ago, however, there began to be built a conqueror of space which created almost as much excitement at the time as any modern satellite. This was the world famous steam engine, "Rocket", designed and built by George Stephenson, a machine which established beyond all question the superiority of the "Iron Horse" as a form of motive power, and paved the way for railway development far and wide.

With electric and diesel traction today competing with steam, the present seems a fitting moment to turn back the pages and recall for SOUTH-RAILNEWS readers the great contribution to rail progress made by George Stephenson and his trusty "Rocket" in the early part of last century, when railways were in the experimental stage and India, in common with other lands, was searching for improved means of transport.

The "Rocket" locomotive first appeared on the road in 1829, when

it participated in the Locomotive Trials held at Rainhill, near Liverpool, England, prior to the official opening of the Liverpool & Manchester line. Before then, of course, a great deal of spade-work had been put in by Stephenson and others in laying the foundations of the "Iron Way".

As far back as 1676, manual and horse-operated "tramways" were employed in England for coal movement. Initially, the track consisted of strips of oak planking laid lengthwise end-to-end along the highway. Then, by degrees, the fixing of a top rail to the planks began, and the use of iron rails commenced.

In 1759, a clever young Scotsman, James Watt, produced in collaboration with Dr. Robinson, numerous models of "steam carriages" for operation on highways. Ten years later, there appeared Cugnot's first steam carriage, while in 1784 William Murdoch built several models of steam-propelled highway locomotives.

To Richard Trevithick goes the honour of producing the first real railway locomotive utilizing exhaust steam from the cylinder as a fireblast. Trevithick's locomotive had four wheels, a six-foot boiler and a horizontal cylinder 8 inches in diameter. On February 24, 1804, this engine successfully hauled a train of 70 passengers and a quantity of iron bars a distance of about 9 miles on a South Wales "tramway". Unfortunately, Trevithick's locomotive was not a commercial success, and it was replaced by horses.

Building of the world's first commercially successful locomotive was the achievement of Matthew Murray, with

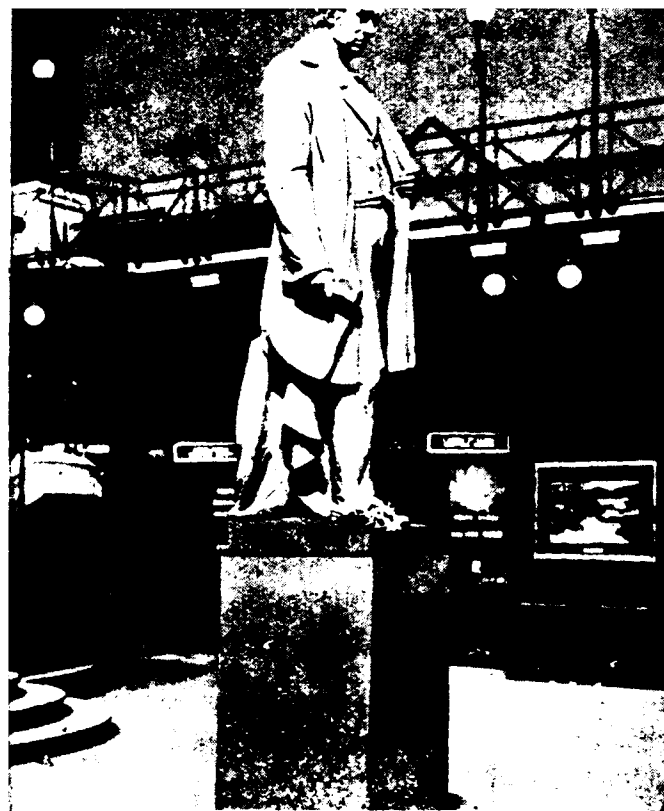
his rack engine, "Blenkinsop", introduced on the Middleton Colliery Railway, Leeds, England, in August 1812. Following on the heels of "Blenkinsop" came Blackett & Hedley's "Puffing Billy" of 1813, to demonstrate that it was possible to attain adequate adhesion with smooth wheels running on smooth rails.

The year 1814 saw George Stephenson's engine, "Blucher", running at Killingworth, in Northumberland, England. Twelve months later, another Stephenson engine followed. A third Stephenson locomotive, with steel springs, was built in 1817, and for the opening in 1822 of the Hetton Colliery Railway, near Sunderland, the "Father of Railways" turned out five engines.

Stephenson's name really became a household word in September 1825, when he introduced his "Locomotion No. 1" on the Stockton & Darlington line. From that time on, George Stephenson and his son Robert—who actually built India's first railway between Bombay and Thana—dominated the scene for many years, influencing rail development throughout the globe.

Actually, up to 1829, fifty primitive steam locomotives had been produced in England. In Germany there had been built two engines, and in the U.S.A. Peter Cooper was building his "Tom Thumb" locomotive, a famous American pioneer. Britain thus had a clear lead over all other lands in locomotive building.

Although "Locomotion No. 1" made a good showing on the Stockton & Darlington line, when the Liverpool & Manchester Railway was first proposed it was considered likely that



George Stephenson's statue in the Great Hall of Euston Station, London

horse haulage would be adopted. However, when Stephenson was made first engineer of this undertaking the idea of horse haulage was soon dropped, and a prize of £500 was offered in open competition for the locomotive which, as the proprietors put it, should be "a decided improvement on those now in use, as respects the consumption of smoke, increased speed, adequate power and moderate weight."

Ten locomotives in all were built for the Rainhill Trials which preceded the opening of the Liverpool & Manchester Railway. At the actual trials in 1829, however, only four of these machines in fact made their appearance. The four engines were the "Rocket", entered by George and Robert Stephenson and Henry

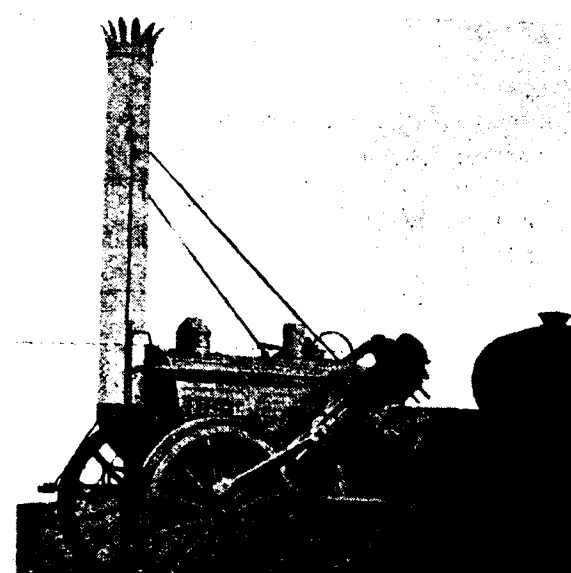
Booth; the "Novelty" machine of Messrs. Braithwaite and Ericsson; Timothy Hackworth's engine "Sans Pareil"; and "Perseverance", constructed by Timothy Burstall.

Wheels of 4 ft. 8½ in. diameter carried the "Rocket" engine. The cylinders, inclined at an angle of 35 degrees, were of 8 in. diameter and 17 in. stroke. The boiler, 6 ft. long and of 3 ft. 4 in. diameter, contained 25 copper tubes each of 3 in. diameter. Working pressure was 50 pounds, and there were two exhaust outlets in the chimney, one for each cylinder. Weight in working order was 4½ tons.

Henry Booth, who joined with George and Robert Stephenson in producing the "Rocket", was the first Secretary and Treasurer of the Liverpool & Manchester Railway. From him came the idea for the boiler tubes, while the screw coupling was also his invention.

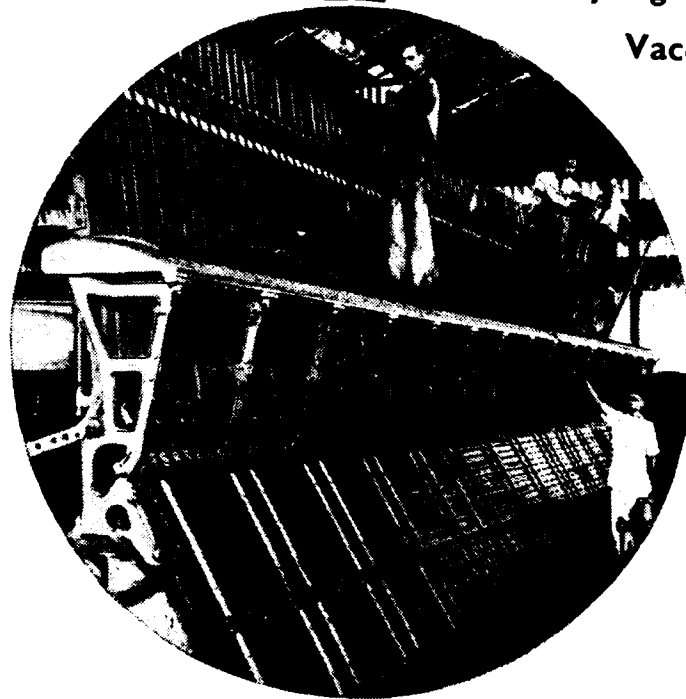
The Rainhill course, 9 miles east of Liverpool, was formed of an almost level stretch of track. On the morning of October 6, 1829, when the Trials

Stephenson's "Rocket"



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began, immense crowds gathered alongside the line, for this was, for everybody, a truly red-letter occasion.

In the initial test, the "Rocket" successfully hauled a load of 12½ tons at a speed of 12 m.p.h., and then ran light over the course at 18 m.p.h. Next, with a load, including passengers, of 13 tons, it covered the course at 15 m.p.h.

Hardly had the enthusiastic cheering of the spectators died down when the "Novelty" locomotive entered the arena. This was the "dark horse" of the contest, and imagine the excitement which was aroused when this entrant for the Rainhill Derby actually attained a speed of 28 m.p.h. running light. This resulted in the "Novelty" becoming a hot favourite. However, on the resumption of the Trials on October 7, Braithwaite & Ericsson's machine had the bad luck to burst her bellows, after running loaded at 20¾ m.p.h.

On October 8, a 70-mile steady run was performed by the "Rocket" at an average speed of 15 m.p.h., and over one section 29 m.p.h. was reached. Repaired by its designers, "Novelty" once more gamely entered the field on October 10, but on the first trip her feed-pipe burst and put the machine completely out of action. Meanwhile, the "Rocket" had again been put under steam, and this time she accomplished two fine runs without tender at 30 m.p.h.

The two other contestants at Rainhill—the "Sans Pareil" and the "Perseverance"—were proved failures early in the race. Hackworth's "Sans

Pareil" met with disaster after working up to a speed of 14 m.p.h., and immediately disappeared from the scene. As for the "Perseverance", this engine met with a mishap while being prepared for her trial run, and she had to be withdrawn from the contest after running light for a short distance at about 5 m.p.h.

The result of the Rainhill Trials was a foregone conclusion. Stephenson's "Rocket" proved itself from the start to be an especially efficient and reliable machine. To the "Rocket" builders went the prize of £500, and on the opening of the Liverpool & Manchester Railway on September 15, 1830, it was this engine that proudly drew the first passenger train over the line.

For six years, the "Rocket" continued in service between Liverpool and Manchester, handling trains of passengers and loads of cotton with a minimum of trouble. Later, it was employed at a North of England coal mine, and in 1862 was acquired by the Government and placed on exhibition at the Science Museum, South Kensington, London, where it is today a source of constant interest.

Now, in 1958, the steam engine has keen competitors on the railway, and in the air wonderful new "Rockets" have made their appearance. While these new Space Age rockets today tend to capture the headlines, let us never forget the great work performed by the nineteenth century pioneers of travel, and especially by George Stephenson and his humble "Rocket", which contributed so much to mankind's peaceful progress everywhere.



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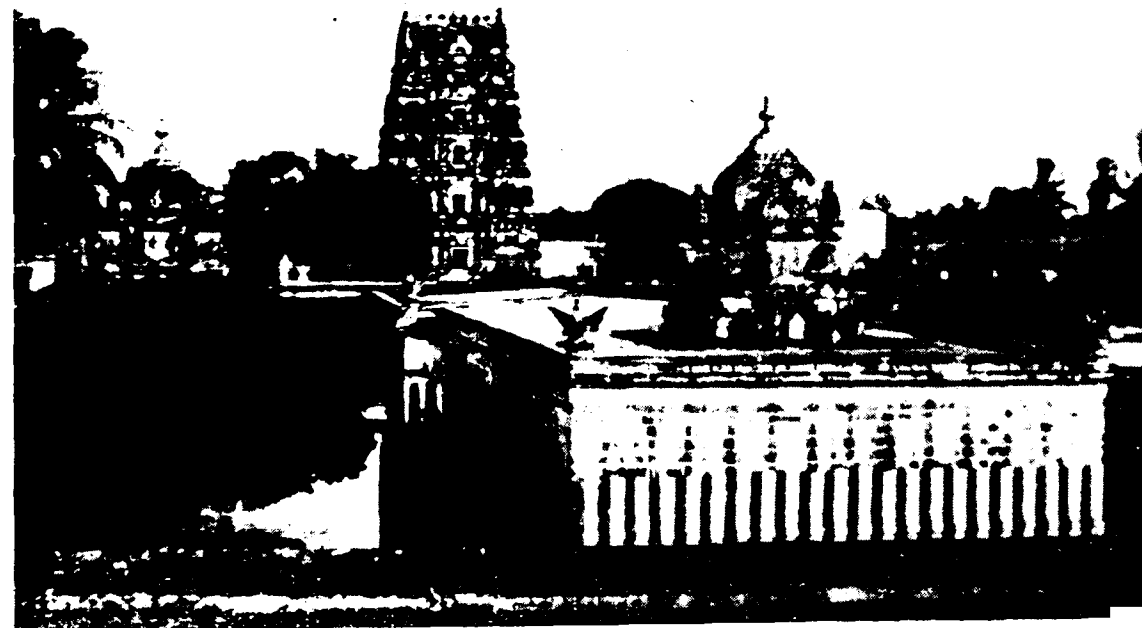
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The temple of Sri Rama at Maduranthakam

MADURANTHAKAM

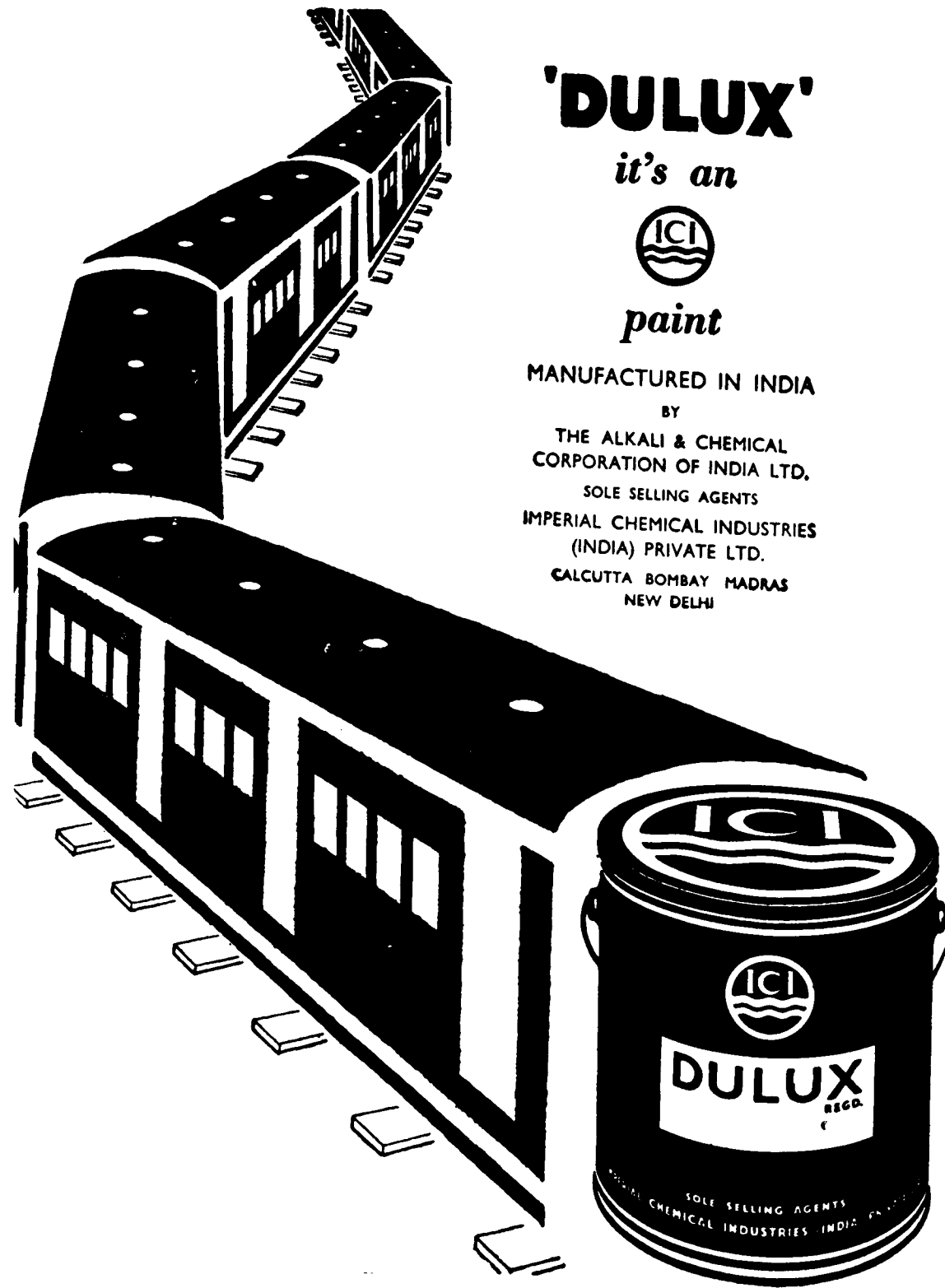
T. N. SRINIVASAN

AMONG the several places held sacred in adoring *Sri Rama* in South India, the small town of Maduranthakam in the district of Chingleput ranks high, for the temple at this place is of great puranic and historical significance. This place is exactly about fifty miles south of Madras and is served by a Railway station of the same name, which is between Chingleput and Tindivanam stations on the main metre gauge line. Maduranthakam can also be reached by road, as the town stands on the great Southern trunk road, which is well covered by many a bus system.

Though Maduranthakam is not one of the one hundred and eight Tirupatis, held very sacred by the Sri Vaishnavites, it is a place made mention in the

puranas like the *Brahma-vaivartham* and the *Bhargavam*, besides being a place intimately connected with the great Sri Vaishnava acharyas like *Sri Periya Nambi*, *Srimad Ramanujacharya* and *Sri Vedantha Desika*. In the "*sthalapuranam*" of this place culled out of the relevant episodes taken from the above puranas, this place is referred to as "*Vakhularanyam*"—the forest containing *Vakhula* or *Maghiza* trees. It was here that great sages like *Sukha*, *Vibhandaka* and others chose to do penance, as they found this place, in the days of old, very conducive for making austerities of that nature without any distraction.

According to the local puranic lore, the sons of *Brahma* the creator of the



Universe, requested Lord *Vishnu* to suggest to them the best way by which they could obtain *moksha* or liberation from the worldly bondages. The Lord directed them to go to *Vibhandaka's ashramam* at *Vakhularanyam* and from there perform undisturbed penance, meditating upon His Supreme form. To help them to do this, *Vishnu* gave them also an image of His own self in *archa* aspect, whom the sages called by the name *Sri Karunakaran*—the most merciful Lord, which they installed at this place and offered daily worship to that deity, as directed by the Lord. After several years of penance their request was heard by the great Lord, who granted them their hearts' desire—the salvation that they wanted. This image of *Sri Karunakaran* installed by the sages still remains in the temple at *Maduranthakam* for us to see and worship even to this day.

In the succeeding yuga, when *Sri Rama* was born as an incarnation of *Vishnu*, He along with his wife *Sita* and brother *Lakshmana* came in exile to the forests of *Dandaka* and in their wanderings paid a visit to this place which was then known by the name '*Vibhandaka ashramam*'. *Sri Rama* spent some time here worshipping *Sri Karunakaran* and then proceeded southwards. Before his departure, the sages here prayed to *Sri Rama* that he must visit this place again on his return journey also, which he accepted to do. After the consecration of *Vibhishana* as the Lord of *Lanka*, *Sri Rama* and others took the famous aerial chariot of *Ravana*—the *Pushpaka vimana*—for their return journey to *Ayodhya*. But while passing over this place *Sita* indicated to her lord her

desire to visit this *Vibhandaka ashramam* once again. *Sri Rama* also remembering his own word to the sages here, agreed to stop here for a while and so ordered the divine *vimana* to get down at this spot. Taking *Janaki* by the hand, he set foot on this sacred place and after worshipping *Sri Karunakaran* again, he took leave of the sages. As *Sri Rama* was made to remember this place at the intercession of his spouse, this place came to be known from then as "*Gyanagiri*". To signify the mode in which *Sri Rama* brought down *Janaki* from the Chariot by taking her by the hand, the image of the deity at this shrine is represented as holding the hand of *Sita*—a rare form of representing this Divine couple in images.

Later *Sri Anjaneya*, who was all along serving *Sri Rama* at *Ayodhya*, wanted to come south. *Sri Rama* asked him to go to *Vakhularanyam* and meditate on His form there. Accordingly *Sri Anjaneya* came here and was doing penance on the banks of the tank here known as '*Rama-chandra pushkarani*' and one day, when he went inside the temple of *Sri Karunakaran*, he beheld to his surprise, three charming images of *Sri Rama* with *Sita* and *Lakshmana*. Then he consecrated them and continued to stay here for some more time. To mark this event, there is a fine shrine of *Sri Anjaneya* on the banks of this tank.

In later years this place came to be associated with the life history of *Sri Ramanuja*. When *Sri Alavandar* wanted to get *Ramanuja* to succeed him on the great *Sri Vaishnava* pontific seat at *Srirangam*, he found

Ramanuja very reluctant to leave Kancheepuram and go there. So the elder sage deputed one of his ardent disciples, Sri Periya Nambi to proceed to Kancheepuram and bring the young Ramanuja to Srirangam. In the meanwhile Ramanuja was informed by Lord Sri Varadaraja Himself that he should seek Sri Periya Nambi for his initiation. While Sri Periya Nambi was coming towards Kanchee, Ramanuja was likewise going towards Srirangam to meet his future guru. To the pleasant surprise of both, they met at Madhuranthakam at the shrine of Sri Rama. When Ramanuja implored with the Nambi to initiate him as a Sri Vaishnava, Nambi desired to take him to Kanchee for this ceremony. But Ramanuja insisted that it must be done at once and there itself. To please this ardent devotee, Sri Periya Nambi had Sri Ramanuja initiated into the esoteric significance of Sri Vaishnavism at the Shrine of Sri Rama under the Vakhula tree that stands in the prakaram of this temple even today. Then both of them proceeded to Srirangam. This Vakhula tree thus became to the Vaishnavites what the famous Bodhi tree at Budh gaya is to the Buddhists.

During the renovation works that were carried here in 1937, when one of the rampart walls of the temple was pulled down for repair, there was seen an underground chamber some 20 feet below the level of the ground. In the centre of this chamber was a well preserved image of 'Navaneeta Krishna' with the vaishnavite symbols of Chakra and Shanka used for initiation purposes and some puja vessels. It was concluded that these were the articles that Sri Periya Nambi had

used at that great ceremony centuries ago and so sacred relics were brought up and are in worship in the shrine of Sri Ramanuja here. From this, this place came to be known as "*Dwagam Vilainda Tirupati*". One thing to be noted here is that the image of Sri Ramanuja at this shrine is represented as a '*grahastha*'—a householder as at the time of this initiation he was in that stage of life only.

Among the many names current for the Lord of this place one is the appellation—'*Eari-katthaperumal*' (ஏரி காத்த பெருமாள்) which means the Lord that protected the *eari* or lake. Of course adjacent to this temple there is one such big reservoir of water, which incidentally accounts for the fertility of the soil here. To the more orthodox, this name has an esoteric meaning. According to them, the lake was Sri Ramanuja and says Embar, a great Sri Vaishnava acharya thus: "In that vast ocean of the Supreme Lord, the clouds (Azhwars) floated and drew the moisture from that ocean as *pasurams* which later poured down when they struck the mountain (Nathamunigal), flowing as rivers through Uyakondar and Manakkal Nambi, till it became a big river (Alavandar) to flow into that vast lake (Sri Ramanuja), the waters of which purify the householders struggling in the sea of *samsara*". Thus the 'lake' of Ramanuja which remained inert all along was kindled to activity by Sri Periya Nambi at the instance and with the grace of Sri Karunakaran of Maduranthakam here. But this name of the Lord fits more appropriately in connection with an incident that took place later. In the closing years of the 18th century, when this

tract of land was under the governance of the East India Company, the interests of the place was under an Englishman—Colonel Lionel Place who was the Collector of this area. Each year the bund of the lake at Maduranthakam was giving trouble, for it was giving way at the time of the monsoon rains, which devastated all the fertile cultivable lands here. Though it was repaired each time, the recurrence

tor's help to rebuild the same. Though a Christian by birth and a military man, Place was a devout and god-fearing person and pleaded his inability to pay anything to repair a Hindu temple. But after some consideration, he offered a compromise that he would consider this request if their Hindu God would protect the costly bund that he had just completed, but which was then under the mercy



The "moolasthanam" showing Sri Rama and Sri Karunakaran

of a breach in it was regular and this worried the Collector. In 1798, Place spent as much as 8,000 pagodas (Rs. 28,000) and repaired the entire lake bund. Just then, as he was camping at Maduranthakam to see the effects of the rains, the local people approached him to state that the shrine of Sri Janakavallithayar, the consort of Sri Rama, had fallen down and wanted the Collec-

tor's help to rebuild the same. Though a Christian by birth and a military man, Place was a devout and god-fearing person and pleaded his inability to pay anything to repair a Hindu temple. But after some consideration, he offered a compromise that he would consider this request if their Hindu God would protect the costly bund that he had just completed, but which was then under the mercy

Soon the monsoon set in and one night the lake was full and it was thought that the bund would give way any moment. Place went to the spot where the sluice was and was himself seeing the covering mud being slowly carried away by the torrential waters that overflowed the lake. He

expected the calamity to occur any moment but to his utter amazement, he alone beheld in that dark rainy night two charming divine luminous warrior-like Hindu princes standing on either side of the sluice with bow in their hands and regulating the flow of water. Soon they disappeared and the rains too stopped—but to Place it revealed that the presiding deities of the temple, Sri Rama and Lakshmana had been there to prove their divine presence in protecting the place from calamity. Place became boisterous and narrated his strange experience to all the inhabitants of the place. As promised by him, he at once ordered the shrine of the Thayar to be built out of the Company's funds and a tablet set at that shrine still reads as "This act of charity goes to the credit of Company Jagirdar Collector Lionel Place—1798." The shrine stands even today as a silent monument to show the universality of faith in God, irrespective of the individual religious persuasions.

This temple of Sri Rama, though small, is well laid out and presents a neat appearance. As it was much in ruins, it was rebuilt in 1937 by a wealthy Calcutta banker, and presents a new and modern appearance to the visitor. The main shrine houses the principal deity Sri Rama with

Sita and Lakshmana with the huge *utsava* berams of the same deities. Here is also enshrined the old images of Sri Karunakaran with His two *nachimars*. To the right of this shrine is the historically important temple of Sri Janakavallithayar, the consort of Sri Rama. As we come round in the *pradakshinam* to the shrine of Sri Ramanuja, we pass the *Pancha-samskara mandapam* and the *Vakhula tree* under which Sri Periya Nambi initiated Sri Ramanuja, when he was a *grahastha*.

Festivals are celebrated all the year round in this temple but among them three are worth attending. The festival of Sri Rama's Birth—*Sri Rama Navami* festival is conducted on a grand scale here in the month of Panguni (March-April) for ten days. In the month of Ani (June-July), the annual *Brahmotsavam* of Sri Karunakaran is celebrated. The other festival of special importance to the adherents of Sri Ramanuja's faith is the "*Pancha-samskaram* festival" in the month of Avani (August-September) on the Sukla Panchami day. To keep up the sanctity of this place, the Jeer of the Ahobila Mutt has established a Samskrit Patashala here to train young men in the pursuit of religious life, by imparting education in the Vedas and the other ancient Samskrit holy texts.



That Little Extra Effort

"LOST BUT NOT FOUND"

OPRAIL

SHIVRAM had arrived at the junction station by a main line express and had crossed over from one platform to another to get into the branch line connecting train that would take him to his destination. His luggage had been stowed away in the upper class compartment, and he decided to look over some of his business papers in the time left at his disposal before train departure time.

But the small attache-case containing his business papers was not in the compartment. He searched thoroughly, but found no trace of it. He pondered and asked himself, what could have happened to it? He was sure that one of the two porters who had carried his baggage from the main line platform must have taken out the attache-case from the train he had come with to the junction. Or could it be that one of the porters had sneaked away the attache, thinking it may contain something that could be turned into hard cash? But Shivram clearly recalled having paid the porters, and when they had left he was almost positive that they had nothing in their hands except the coins he had paid them. Well, it seemed he must have overlooked the attache and left it in the other train. He was now quite worried as the case contained some important business papers.

Shivram decided to do something about it, so he asked one of his fellow

passengers to keep an eye on his things, jumped out of the compartment and rushed across to the main line platform. However, when he got there he found he was too late. The main line train had already left a few minutes back. The next best thing he could do was to tackle one of the station officials.

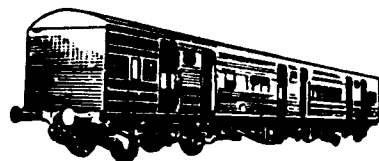
After making some enquiries he was eventually directed to the assistant station master's office.

When Shivram found himself on the opposite side of the A.S.M.'s table, he found that official giving snappy orders to someone at the other end of a telephone. Shivram without waiting for the telephone conversation to stop, cut in and said, "Station Master, I need your help. I've left my attache-case in the train that's just left....."

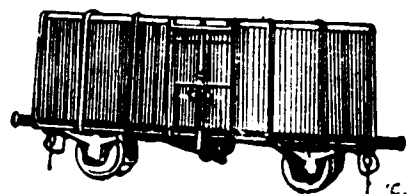
The A.S.M. looked up at his visitor, ignored him and continued his telephone talk.

Shivram again repeated his request. "Station Master, I've left my attache-case in the train that's just left and..."

The telephone conversation ended. The A.S.M. still ignoring the other party, deliberately poked a finger on a push button on his desk and waited for the man who was to answer the bell-ring. He was the porter, who came into the room, took his orders and then moved off again.



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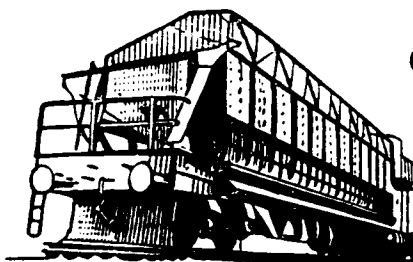


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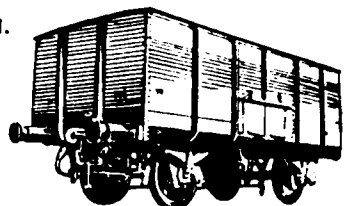
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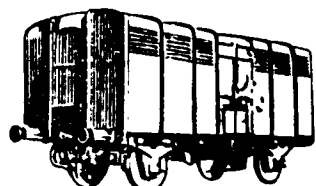
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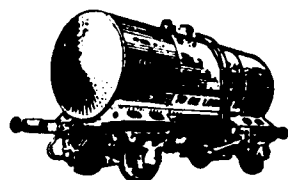
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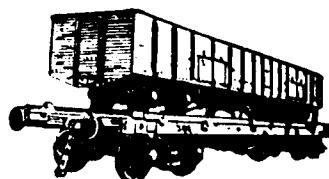
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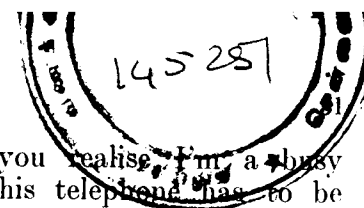


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June 1958

"LOST BUT NOT FOUND"



Shivram's patience was wearing thin. "STATION MASTER....." the words came out loud and clear, but before he could continue, the A.S.M. said coolly, "Yes, I heard you the first time, so don't shout so much. You think you've left an attache case in the main line express that's just left, so what am I to do about it?"

Shivram promptly replied, "Can't you do something to help me get it back?"

"Oh, you want me to get it back?" The A.S.M. replied quizzically, "Just like that...." and he snapped his fingers with a click. "Now mister, you think you've left it in the train. Are you sure about it? And if so, how am I to get it back?"

Shivram felt that the A.S.M. was interested now. "Perhaps, you could telephone, or send a wire or something to the next stopping station ahead and ask them to search the upper class carriages. It's very important I get that attache-case as it had some business papers, important for me and my firm...."

Again the telephone rang. The A.S.M. reached for it, and entered into another conversation on railway matters.

This continued for a few minutes. Shivram was again feeling impatient and somewhat exasperated. The conversation ended. The A.S.M. now resumed his chat with Shivram. "So you want me to take all that trouble of sending frantic telegrams and telephone calls all because of your carelessness. You're only thinking of your precious attache-case in that train.

But don't you realise, I'm a busy man, and this telephone has to be used for important matters like train movements...."

Shivram had now reached the limit of his patience. He had had enough of this so-called busy officials sarcasm. He would not mince words any more, and he too could give sarcasm in return for the sarcasm thrown at him.

"Station Master," he said firmly, "I left my attache-case in that train due to my own carelessness, as you say. It's important to me that I make some effort to get it back. I've come to you as a public official to help me in the best way you can. Am I to get that help or not?"

The A.S.M. felt somewhat deflated now. He realised he was up against somebody who was not to be trifled with and that his handling of the situation had not been at all wise, but before retrieving what he had lost, he wanted to show that there was still a sting left in him.

"Of course, as you've pointed out, I am a public official at your service, and you will get my help in spite of the little time at my disposal. If you wait here in my office for perhaps half-an-hour or so, I'll get on to my telephone and get your message through to the next stopping station. But I can't guarantee that your attache-case will still be in that upper class compartment you vacated. After all, even upper class passengers nowadays are suspect and will stoop to petty thieving....."

The little drama is enough to bring out the important point. The attitude of the A.S.M. obviously antagonised

the person who sought his assistance quite courteously. The A.S.M.'s action turned a potential friend into a real enemy of all railwaymen in general. No matter how busy he was, and there are times when an A.S.M. is an extremely busy man—he could have spared a few minutes, got the full details from the other man, promised him all assistance, noted his name and address, and sent him away feeling satisfied that railwaymen are always ready to give that extra bit of helpfulness to all who may ask them.

SOUTHERN RAILWAY, NEYVELI AND T.C.M.

K. SRINIVASAN

THE Neyveli lignite reserves are being harnessed under Rs. 68.9 crores multipurpose project to produce much-needed electricity for industrial development in the south to manufacture fertilisers for agricultural development and to produce briquettes for use as domestic and industrial fuel. The total quantity of coal needed at present for various industries and other purposes in the State is of the order of three million tons per annum, but imports of coal into the State from Indian collieries amount only to about two million tons per annum. The transport of lower grade coals over long distances whether by rail or by sea, would be wasteful and thoroughly indefensible.

wagons which were supposed to take nearly 360 wagons of coal for fuel purposes, for Loco purposes or individual purposes, our main task has been taxing to move coal to the South. Coal has been taxing Railway transport very severely for the last so many years. Over and above these 350 wagons, which were taken from the adjacent Railways, we are getting about 14 ships a month in the South Indian ports, Madras, Cuddalore, Tuticorin, Cochin and all those places which means an equivalent of another 140 wagons a day. The consumer of all this coal is the Railways themselves. If the 350 wagons are reduced to 200 straightaway, 150 wagons would be available for carrying merchandise from the North to the South.

SOUTHERN RAILWAY'S ROLE :

The work for a Railway siding at a cost of Rs. 12.55 lakhs at Uthangalmangalam in connection with the Neyveli Project was inaugurated by Sri T. A. Joseph, the then General Manager of the Southern Railway on July 15, 1957. Five or six years ago, the demands on Railway traffic were great particularly from North India towards South. In the beginning of 1951, i.e., when our First Plan period is supposed to have started, we were taking over from the adjacent Railway in the North about 500 wagon loads a day, i.e., about ten thousand tons daily of traffic from the North. During the First Plan period, we were able to increase it to about 850 wagons, i.e., about 17,000 tons daily which is our daily intake from the Northern Railways. Out of these 850

The problem of coal transport is a more vital thing for the Railway and any development in the South is a matter of considerable interest to the Southern Railway Administration.

BRIQUETTING PLANT :

As the most economic utilisation of lignite is to use it as fuel in boilers close to the mine itself, generation of electric power is the most important constituent scheme in the integrated project. As part of the aid from the U.S. Technical Co-operation Mission, Mr. Howard Houston, Head of the U.S. Technical Co-operation Mission, India, inaugurated the experiment in the pilot briquetting and carbonising plant erected at Neyveli before a large and distinguished gathering on 14th May 1958. Mr. Houston, observed,

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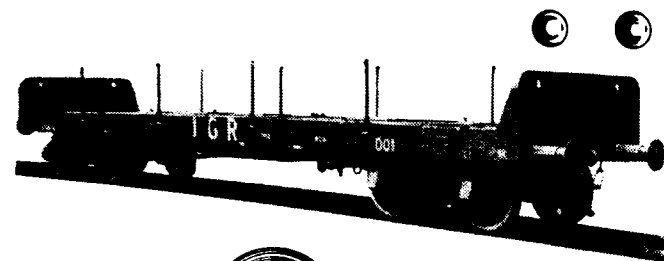
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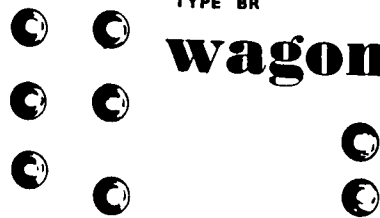


975 bogie rail wagons were ordered by Indian Railways. Delivery commenced early '57. On completion we shall have supplied over 8,400 wagons of all types to India during the last twelve years.



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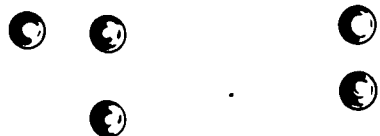
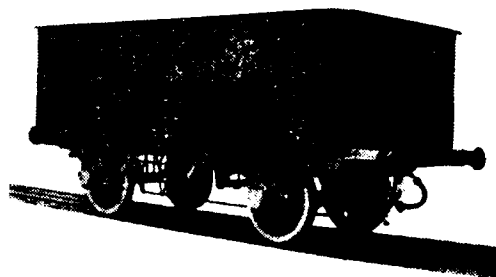
wagons



TYPE O

wagons

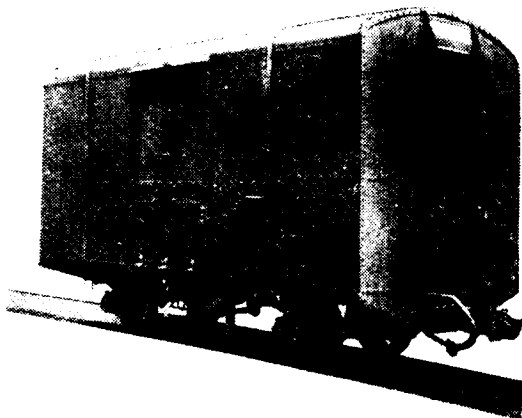
Four wheeled steel open wagon.
Gross load on Rail 32 tons.
Paying load 21 tons, 17 cwt.



Four wheeled steel covered goods wagon. Gross load on Rail 24 tons. Paying load 18 tons, 3 cwt.

TYPE MC

wagons

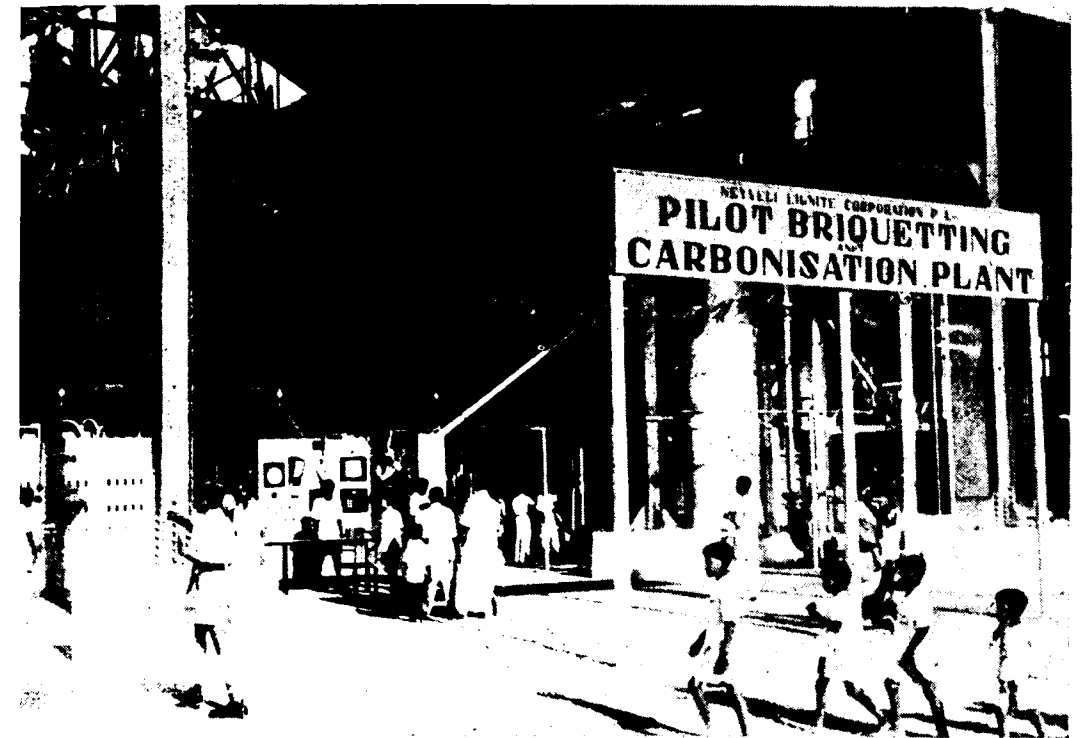


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A view of the pilot Briquetting and Carbonising Plant at Neyveli.

he had been in India for the last three years and he was delighted to visit the project. Hydro-electric power was not adequate and so they were interested in the thermal plant of the integrated project. Mr. Houston assured that there were no strings attached in the needs of India and wanted to make its economy viable. He added that leaders of India were ambitious in the programme to develop the economy of the country and the Americans wanted to help them as much as they could. Mr. Thomas W. Simon, American Consul-General in Madras, officers and staff of the Neyveli Corporation and the public were present. Mr. T. M. S. Mani, I.C.S., Managing Director of the Corporation, welcoming, said that the test of Neyveli lignites on well-known laboratories abroad had shown that the lignite was of very good quality capable of being briquetted and carbonised to yield smokeless domestic fuel of excellent quality. Expert opinion suggested that pilot experiment should be conducted to determine the quality of domestic fuel. The TCM of the United States, in pursuance of the suggestion of this country to supply briquetting and carbonising equipments, accepted and erected the equipments in a record time of six weeks under the supervision of the Designs Works Engineer, Mr. Prendargust, Deputy of the T.C.M. for this purpose. He said the pilot experiment played a



Mr. C. Subramaniam, Minister for Finance and Education, Government of Madras, who inaugurated the plant speaking at the inaugural function.

very important part in finalising the specification of the plant and machinery required. He hoped that with close co-operation of American authorities the Neyveli Corporation would be the precursor of similar close co-operation between all concerned in the implementation of the projects particularly fertilizer, briquetting and carbonising schemes.

Mr. C. Subramaniam, Finance Minister, Madras Government, pressed a button to put the pilot plant into operation. Technical Co-operation, he said, was given to under-developed countries to raise the standard of life of the people. In this regard, the U.S. was playing a great part. In the history of various countries with reference to the help being rendered to the under-developed countries, U.S. was the first to come forward in a

magnanimous way. Referring to the scarcity of fuel, the Minister remarked that because fuel was scarce in Madras, he attached great importance to the project. He said the T.C.M. had come forward with this pilot plant, and he hoped that they would give the commercial plant also if the pilot scheme proved a success. This was an integrated project. Russia had come forward with the thermal plant. He expressed the hope that the food problem would be solved. Out of the integrated project, he hoped, many more projects would come and change the face of South India, and with the help of America, they can achieve their ambition. Therefore, he attached great importance to this, and he hoped that the U.S. would come forward to provide the fertiliser plant also. From this lignite project, he hoped many more industries could

be started contributing to India's economic development and with the U.S. co-operation, the ambitions of the leaders of this country would be fulfilled.

The briquetting plant at Neyveli has been designed and prepared by an American Firm, the Silver Engineering Works Inc. Denver, Colorado, which is under contract with the United States Technical Co-operation Mission, Sterlings 651,322 has been earmarked by the United States Government through the T.C.M. for helping India Government's lignite mining operations at Neyveli.

Besides the commissioning of the briquetting plant, the U.S. TCM has under this agreement arranged for the services of an American expert on water and mining problems. It has

also procured heavy earth moving equipment for removing over-burden and opening the mine. Experimental work on raw lignite has been carried on by the U.S. Bureau of Mines Laboratory in Denver, Colorado. A number of Indian technicians and engineers have been sent to the United States for extensive training for the lignite mining project. Laboratory equipment and text-books were also procured.

One of the country's ambitious development projects, the lignite mining at Neyveli will help to remedy shortages of electric power, fuels and fertilisers and promises further industrial progress in South India. The Neyveli project is for mining 3½ million tons of lignite. Tests indicate that South Arcot lignite when processed would be as good as coal.

Mr. John Prendergast, the American Engineer, who erected the plant at the production line



WHAT I SAW AT ARUNDALE'S CAMP

R. RAMAN

I have often heard of Arundale's Camp Centre at Perungudi near Adyar, Madras, but I had no opportunity of seeing it. At last an opportunity arose when the day dawned for me to be present at that place. That was on the 24th March 1958 when the members of the St. John Ambulance Brigade (India) attached to No. XX Southern Railway District moved into camp.

The camp site is one and a quarter miles away from the Lattice Bridge on the Adyar-Mahabalipuram Trunk Road and consisted of a vast expanse of wet lands with casuarina and mango trees. This otherwise a deserted place hummed with activity as the members of the Rayapuram and Perambur Ambulance Divisions who acted as Sappers and Miners arranged for the tents to be pitched a day before the camp commenced. Twenty tents were arranged in an orderly manner as in the Army. The campers did not find any difficulty in so far as accommodation was concerned.

At day-break, the members of the Madras, Rayapuram, Perambur as also those of the Trichy Fort, Trichy Junction, Madura, Villupuram, Podanur, Guntakal, Bezwada, Mysore and Hubli Divisions began to arrive in batches at the camp site by bus which was arranged by the Transport Officer Sri C. Radhakrishnan. The campers were 120 in all who were all staff of the Southern Railway. The First Annual Camp of the St. John Ambulance Brigade (India), No. XX Southern Railway District was inaugurated by Dr. P. A. Menon, Chief

Medical Officer, Southern Railway and the District Surgeon of the St. John Ambulance Brigade (India), No. XX Southern Railway District. The official opening of this camp is a landmark in the history of the Southern Railway Ambulance movement.

WELCOMING :

The Camp Commandant Sri C. Masilamony, welcoming the District Surgeon, said that the Southern Railway did not have a St. John Ambulance Brigade of its own and that it was due to the sustained efforts of the successive Chief Medical Officers that a Brigade was formed on the Southern Railway. It was the First Annual Camp that this Railway had organised and it was a great pride for the Brigade in having the camp inaugurated by Dr. P. A. Menon, the District Surgeon and the Chief Medical Officer of the Southern Railway. The aim of the camp, he explained, was to impart training and inculcate discipline among the campers so that they could be of help to the needy and injured.

The District Surgeon, while expressing his happiness to be present on the occasion of the First Annual Camp of the Southern Railway Ambulance Brigade, said that the main object of the camp was to train the new campers to learn Ambulance work both theory and practice through lectures, demonstrations, stretcher drills, etc., and to equip themselves to relieve the suffering of the injured at all times and those particularly during any emergency or catastrophe.

June 1958

.....ARUNDALE'S CAMP

39



He advised campers to engage themselves in learning what was imparted. Lastly, he desired the members to impart what they had learnt in the camp to other members of their Division when they got back to their headquarters.

With a vote of thanks proposed by Sri N. S. Sambasivam, Divisional Superintendent, Madras Division, and the Camp Secretary and Treasurer, the inaugural function came to a close.

After the inaugural function Sri T. S. Radhakrishnan, Corps Officer, Trichy District (No. IV Madras District, St. John Ambulance Brigade, India) who attended this camp as a special invitee, gave an interesting

lecture on the administrative side of Ambulance work. This was followed by two lectures on First Aid by Dr. L. S. Vaidyanathan, Assistant Surgeon, Perambur Railway Hospital. He explained to the campers in detail of the structure of the human body, shock fractures, etc.

The second day of the camp was a bit arduous in that the campers were to undergo physical training early in the morning and to do infantry drill subsequently. The lecturer of the day was Sri T. N. Kuriakose, Dy. Financial Adviser, Southern Railway. He addressed the members for about an hour on "values in life" and his speech was punctuated by very good ideas which was a feast to the ears. Another important item of the

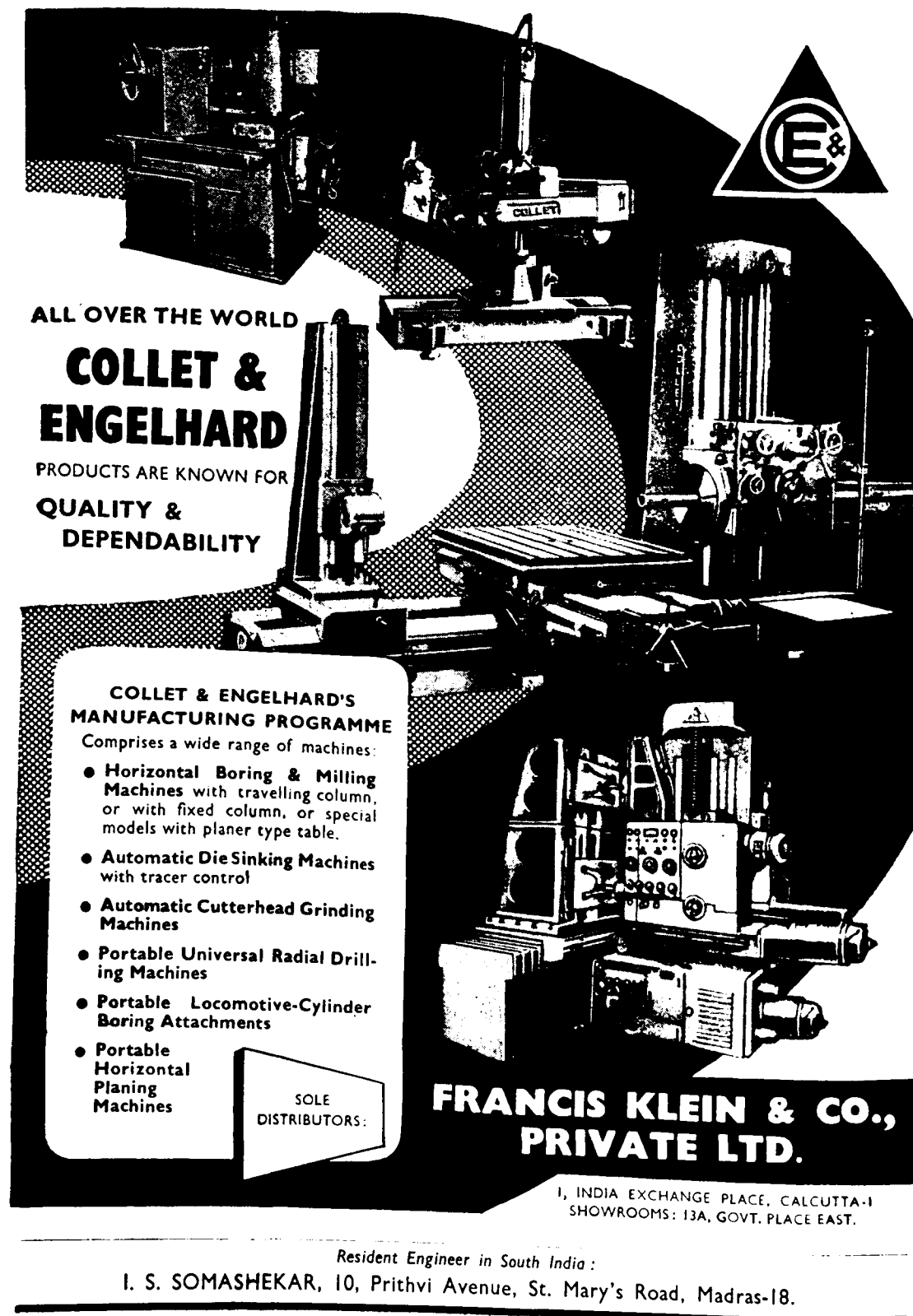
programme for the day was a talk by Sri A. B. Laxmanan, Corps Superintendent (Reserve), and Assistant Works Manager, Hubli, on "My experience of 20 years in the Ambulance Field". After the question hour in the night, there was some variety entertainment and mimicry by Sri Ramarathnam of the Trichy Fort Ambulance Division which was appreciated by all.

On the 3rd day, after the usual P.T. and Infantry drill Sri R. Gopalakrishnan, Deputy General Manager (Personnel), visited the camp. After going round the camp, he addressed the members on the "Importance of discipline in public life". He wished that some sort of military discipline should be enforced in the S.J.A.B. so as to inculcate a sense of discipline in regard to obedience of command, quickness of action, etc., by doing exercise like physical drill, etc., on the military pattern. Incidentally, he remarked that smart turn out, etc., would keep the members physically fit. In the present economic situation of the country, he added, every railwayman, irrespective of his status, has to contribute in a very large measure by way of service. They can do so only by implicit obedience to command of superiors and abide by the decision taken by the latter. He urged that in all walks of life, discipline was quite essential. Lastly, he exhorted the members to learn the training imparted at the camp with real enthusiasm in order to be a well disciplined and serviceful unit. He concluded that the approach to a problem lay in the attitude of the mind and if one developed discipline of the mind, he would succeed in winning a richer and fuller life.

There was a lecture by Dr. Bala-gopalan, AS/PER, and subsequently demonstration on important topics in First Aid.

The 4th day of the camp started with a route march in the early hours of the morning. Special mention must be made of the Ambulance Officers and Divisional Superintendents, who accompanied the contingent and for the manner in which they led the campers during the march. Sri H. Ramanathan, Assistant Commissioner, Bharat Scouts and Guides and Corps Officer, No. IV District, was very kind enough to deliver an interesting lecture on the "Importance of camp life". After dinner in the night, there was a competition in "farces" amongst the various Divisions participating in the camp, with Sri Lakshmana, the owner of the camp site in the chair. A piece entitled "Matrimonial Interview" enacted by the Madras Ambulance Division headed by Sri G. Ganesh Rao was adjudged the best and awarded the First prize, the Hubli Division coming second.

On the 5th day, there was Company Drill. After breakfast, the campers were entertained to an enlightened talk by Sri P. V. Rajagopal, Deputy Chief Engineer (Floods), Southern Railway, who spoke on "Social Service". He described how man was part of society and the world a part of the universe. He said that a concept was pure and its expression not so pure. He concluded that service for its own sake and not for reward, etc., was important and the urge to do it was the "Must" in Social Service. Dr. P. S. Subramaniam, Assistant Surgeon Tambaram, then addressed the campers on



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Home Nursing and impressed on them the need to learn this subject also. His lecture was quite interesting apart from its being instructive. In the afternoon was the Camp Finale. In the unavoidable absence of the General Manager, Sri P. V. Rajagopal, Dy. Chief Engineer (Floods), Southern Railway, was present at the time.

The campers were drawn in four platoons. The honoured guest was received with a General Salute and the flag broke. Demonstration on (1) Fireman's Lift, (2) Thigh Fracture,

(3) Loading a stretcher, (4) Hand Seats, and (5) Holger Nielsen method of artificial respiration were held.

There was a March Past, first in column of platoon and secondly in column of route. The four platoons were under the command of (1) Sri D. J. Samuel, (2) Sri C. Venkat Rao, (3) Sri S. Narayanaswamy and (4) Sri N. Dorairaj.

The salute was taken by Sri P. V. Rajagopal. The camp was declared closed at 17-30 hours with the singing of the National Anthem.

LAND OF CONFUCIUS AND LIN-YU-TANG

A. V. SUGAVANESWARAN

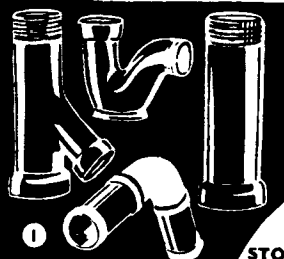
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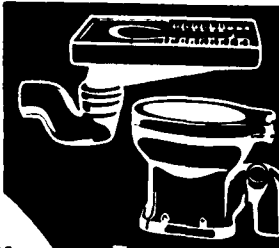
BENDING under the weight of the bundle of cloth on his back, the Chinese vendor of silks knocked at the door. When the door opened, the Chinaman bent low and, with a twinkle in his eyes, said in a low voice "Chinese silk, madam?" Without waiting for a reply he lowered his burden, untied the knot and began to spread the silks. Patiently and persuasively he held up the bales one after the other for the ladies of the house to have a good look. His usually expressionless face lit up brightly now and then when asked the price. His English was faltering and just sufficient for the purpose. As a boy in the early teens I used to watch him with curiosity and the picture of this Chinaman, gentle and suave, peddling his wares in my district town far, far away from his home and his people left a deep and vivid impression in my mind. This was my first acquaintance with China.

was the King of Chalukyas with his capital at Vatapi. These two great men from China braved many a hazard, all the more risky because so little was known about them, and travelled a long, long way by foot across the tallest mountains in the world thirsting to see the Land of the Buddha so that they might drink deep at the fountains of human wisdom. What kind of men are these that can endure so much for the cause dearest to their hearts? We in India owe a special debt of gratitude to them, for their travel accounts throw such a flood of light on the conditions of life in India in those days. Both happened to visit India when mighty empires were flourishing and art, culture and literary attainments were very much in evidence. They, naturally, were very enthusiastic in their accounts of India.

There was another point of contact with China in my early days. The famous Chinese crackers, so popular with youngsters, naturally attracted me. The Chinese characters on the labels of the cracker packets intrigued me as they were unusual; it was only later in life that I learnt that the Chinese language is written in symbols or pictures. The crackers delighted me and I admired the country and the people who invented them. I, then, had a vague idea that a people, who could invent such an interesting thing, must be a fine people. I found an echo of this thought in later life when I read the following passage in a book

My next contact with China came during the lessons in Indian History in my High School classes. The great Chinese Travellers Fa-Hien and Hieun Tsang fired my boyhood imagination with an intensity which made them very real to me. Fa Hien was in India between 399 and 414 A.D. when India was under the hegemony of the Guptas. Hieun Tsang arrived in India in 629 A.D. when Harsha Vardhana was ruling North India from Kanauj, the great Narasimha Varma headed the Pallava Empire at Kancheepuram and Pulekesin II





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of Lin-Yu-Tang, the famous modern philosopher of China :—

"The humour of the Chinese people in inventing gun powder and finding its best use in making fire crackers for their grandfather's birthdays is merely symbolical of their inventiveness along merely pacific lines."

As I grew up my interest in China found outlets in the study of Chinese history and geography. The scanty knowledge I possessed was no barrier to the interest in the subject. I was thrilled to know that China was the biggest country in the world with a population of over 50 crores constituting a fifth of the human race and with the longest civilization known to mankind. Recorded Chinese history begins nearly 5,000 years ago. The early settlers in China were agriculturists without a hereditary system of Government. Slowly however a dynasty was established called the Hsia dynasty. Then came successively the Shang dynasty, the Chou dynasty and the Chin dynasty. China derived its name from the Chins who built the famous great wall of China. After the Chins came successively the Han, Tang, Sung, Ming and the Manchu dynasties.

Chinese history tells us that this country has been the first to introduce the art of printing from wooden blocks during the Han period nearly 2,000 years ago. China is also the first country in the world to introduce a system of competitive examinations for the civil services during the same period. Buddhism also came to China during this period. The Tang dynasty ruled China for nearly 300 years from 618 A.C. during which time art and culture and learning flourished and the people were happy; this period is undoubtedly one of the best in Chinese

history. Chinese inventiveness again found full play during this period and paper and gun powder were discovered for the first time. It is generally agreed by historians that China was then far ahead of all the other countries in the world.

During the reign of the Sung dynasty (960-1276 A.C.) the course of Chinese history was considerably influenced by a great conqueror Chengiz Khan. A mongol by birth, he wielded great power and shook mighty empires. The armies of established monarchies in Asia and Europe trembled before the might of nomadic mongols under the leadership of Chengiz Khan. From his capital at Kharakorum he marched to Northern China and captured Peking. Some time after Chengiz Khan, Kublai Khan, who was governor of China, became the king of this vast empire and shifted his capital to Peking. The mongols ruled China for nearly a hundred years when they were driven out and replaced by the Ming dynasty.

The Ming dynasty (1368-1643 A.C.) along with the Tang dynasty mentioned above represented two great epochs in Chinese history when art and culture flourished, there was peace and prosperity and the genius of the Chinese people developed in various directions. I read the following description of this period by Shri Jawaharlal Nehru with considerable interest :—

"It is a period of peace, both domestic and foreign. There is no aggressive foreign policy; no imperialistic adventure. There is friendship with the neighbouring countries. Only in the north there is some danger from the nomadic Tartar tribes. For the rest of the Eastern world China is very much the elder brother, the clever, favoured and cultured one, very conscious of his superiority, but wishing well to the younger brothers and willing to teach them and share with them his own culture and civilization. And they in their turn all looked up to him. For

some time Japan even acknowledged the suzerainty of China, and the Shogun, who ruled Japan, called himself the vassal of the Ming Emperor. From Korea and from the Indonesian islands—Java, Sumatra, etc.—and Indo-China came tribute."

—Glimpses of World History.

With peace, prosperity and good Government Chinese art and culture developed in all directions. The most famous thing, for which this period is remembered today the world over, is the Ming Pottery. A piece of Ming Porcelain is even today a much valued curio. Chinese Painting, and fine carving in wood, ivory and bronze vases, even now, stand testimony to the greatness of this period. China was again at the top of the world during the Ming regime. But while art and culture flourished, science and discovery did not make headway. To quote Nehru again, "there is a great beauty in China, but it is the calm beauty of the afternoon or the evening".

The Manchus, who succeeded the Ming dynasty by 1650, were a band of Tartars from the north. It was during the time of the Manchus that the Chinese were compelled to wear pig tails. Absorbing Chinese thought and culture and at the same time maintaining the vigour and energy of the Mongol race, the Manchu kings gave new life to China. Compilation of a great dictionary, an encyclopædia, an anthology, and a mighty descriptive catalogue of the imperial library were undertaken and completed at the instance of the Manchu rulers. Early during the Manchu reign, tea was first introduced in Europe from China. For nearly 200 years the Manchus reigned supreme; but slowly and steadily the European nations were getting a foot-hold in China and

expanding their commercial and missionary activities. In 1840 there was a war between Britain and China on the issue of opium which ended in a victory for Britain. The history of China thereafter is a tale of woe. Enfeebled by a mighty internal rebellion and encircled by the Western powers and Japan who were bent on increasing their hold, China was systematically plundered and looted under one pretext or the other. A nationalist revival under Dr. Sun Yat Sun however ushered in a republic in 1912, thus ending the Manchu reign. The path for the republic was however not easy. The republic held sway in the south but the northern provinces were under military leaders. The Koumintang party founded by Dr. Sun Yat Sun was successful in defeating these military leaders; this northern campaign was directed by General Chiang-Kai-Shek who succeeded Sun Yat Sun. In 1927, there was a great split within the Koumintang, the Communists breaking away. The story of the Civil Wars between Koumintang and the Communists and the final victory of the Communists in recent history.

To understand Chinese character and outlook, it is necessary to appreciate the three major influences of Lao Tse, Confucius and Buddhism on China. It is indeed remarkable that these three great philosophers who have influenced and moulded human thought so well, so much and so long should have lived at about the same time, in the sixth century before Christ. An age or a century which produces one such philosopher is not always come across; what to speak of this mighty combination! Lao Tse's Book of Tao preached "the

wisdom of appearing foolish, the success of appearing to fail, the strength of weakness and the advantage of lying low, the benefit of yielding to your adversary and the futility of contention for power". Does it not sound like the echo of Mahatma Gandhi's words? Truly, all great minds have thought alike! The eternal truths of Lao Tse transcend time and space and are valid even today. When he says,

"It is because he lays claim to no credit
That the credit cannot be taken away from him"

or again,

"He who knows does not speak;
He who speaks does not know,"

we feel that the sentiments are vaguely familiar to us; the similarity of ideas between ancient Hindu and Chinese thought is really remarkable.

Confucius laid down a moral code on which human relationship should be based. The essence of his philosophy is the moral effort to aspire to achieve the common place. His touch is gentle and healing, his tone is soft and mellow and he preached the philosophy of contentment and good cheer. It is a tribute to the catholicity and universality of his teachings that when Buddhism came to China, there was little conflict between the tenets of Buddhism and the moral code of Confucius. Though it was a foreign influence, Buddhism, in a short time, became an integral part of Chinese life. It is said that in China now the Buddhist temples far outnumber Taoist temples. Lin Yu Tang, whom I have mentioned already, considers that Buddhist influence has been so great as to transform Confucianism itself.

Nurtured in such liberal traditions with no dogmatic religious tenets warping their minds, the Chinese people attained maturity. Gentle and pleasant, courteous and tolerant the Chinese suggest the qualities of a civilisation built for strength and endurance rather than for progress and conquest. Sitting in his garden under the moon-lit sky, the Chinese, with a book of poetry in one hand and a cup of rice wine in the other, is deeply contented. To him the din and bustle of the Western civilisation with its eternal sense of urgency and stress appear meaningless. Though the modern Chinese have taken to large scale industrialisation, the age-old qualities of mellowed calmness and contentment still mark their mental make-up.

The family life of the average Chinese bears a close resemblance to his Indian counterpart. Till very recently—and even now in many villages—the joint family system has been prevalent both in India and China. The stresses of modern civilisation with employment opportunities in far-flung places is slowly but steadily putting an end to this age-old system. Like the bride in India who has, under this joint family system, considerable obligations towards her 'in-laws', her Chinese counterpart has to adapt herself to a hundred obligations pertaining to the household. Young men are not encouraged to develop enterprise and initiative. It is said that a parent's funeral interferes with a scholar's chances at the official examination for three years and is good ground for the resignation of a Cabinet Minister.

To a people so gentle and mellowed, scholarly and cheerful, poetry came

naturally and gracefully. If a people can be judged by the literature they have produced, their poetry gives the greatest insight into their character. Examined by any standards, Chinese poetry is simple, charming and direct. Let us sample a few lines:—

"Down the blue mountain in the evening,
Moonlight was my homeward escort".
"With willow waist and down cast almond eyes,
Delicate, diffident, she treads the way
With lily steps, on aching feet; her gay
Kingfisher sleeves are useless when she tries
To screen her powdered face from dust and grit;
Too sorrowful to lift her bright attire
She lets her girdle drag the rough mud and mire
Locking her brows in pain; her bundles weigh
Heavy and heavier as bit by bit
Her strength is spent."
"When beauty is past and youth is lost,
Who will marry an old crone?
When beauty is faded and youth is jaded
Who will marry an old, shrivelled cocoon?"

The three pictures of a lonely man at night fall, a lady in search of her husband and a young nun longing for romance are so powerfully and yet so charmingly drawn that the reader can almost picture them in his mind's eye. An element of pathos runs through all of them as it is in most Chinese poetry. It is interesting to note that all the three quotations given above are of universal applicability; they could belong to any country and to any age. Love between man and woman which is perhaps the most common theme in oriental as well as occidental poetry is rarely met with in Chinese poetry; on the

other hand friendship between man and man is glorified. Another important aspect in which Chinese poetry differs from the poetry of other countries is the total absence of epic poetry.

From the day I saw the Chinese silk vendor in my house more than two decades ago, my interest in China has grown. It was an accident of history that both India and China were dominated by the West for the past two centuries and more. India turned her eyes towards Britain and absorbed the language and culture of that country while China followed in the footsteps of America. There was a long lull in the contacts between India and China. Perhaps the greatest event of the 20th century is the slow but steady fall of Western domination in Asia and Africa and the emergence of India and China as world powers. It is only natural that Free India has revived her interest in and contacts with New China. From Hieun Tsang to Jawaharlal Nehru there is a long line of great men both Chinese and Indian who have striven for greater understanding and friendship between the two great countries on either side of the Himalayas. With what better sentiment can I close this article than to express the hope that the efforts of all these great men striving for Indo-Chinese friendship be crowned with success?



THE HEN AND I

Mrs. TRUESTORY

I had a hen and it laid an egg and that was how my adventures with the hen began.

This particular hen had been saved from the Christmas table only at the last minute by the intervention of my son. Now that it had justified its right to live. I looked at it fondly, and suddenly before my mind's eye, stretched a vista of golden years when I would be self-sufficient in the matter of eggs.

The simplest and cheapest way of acquiring a good number of fowls, it seemed to me, was to get a few eggs hatched at home. Accordingly I borrowed a dozen good eggs from a friend and kept them in a basket, under the wings of my one and only hen. This basket, I deposited on a shelf in the corner of my storeroom. The next day, on my opening the doors of the storeroom, the hen evidently took fright and jumped out, thereby toppling the basket, with all the eggs spilling their nauseous yellow and whites, all around me. I felt exactly like the avaricious man in the fable, who had killed the goose which laid the golden egg, only to find an empty stomach instead of golden eggs *ad infinitum*.

Now, it is my husband's habit to read the *Hindu* from beginning to end. He does not even skip the advertisement columns, as a matter of fact, it is the matrimonial column which interests him most, though why it is so I have been unable to understand,

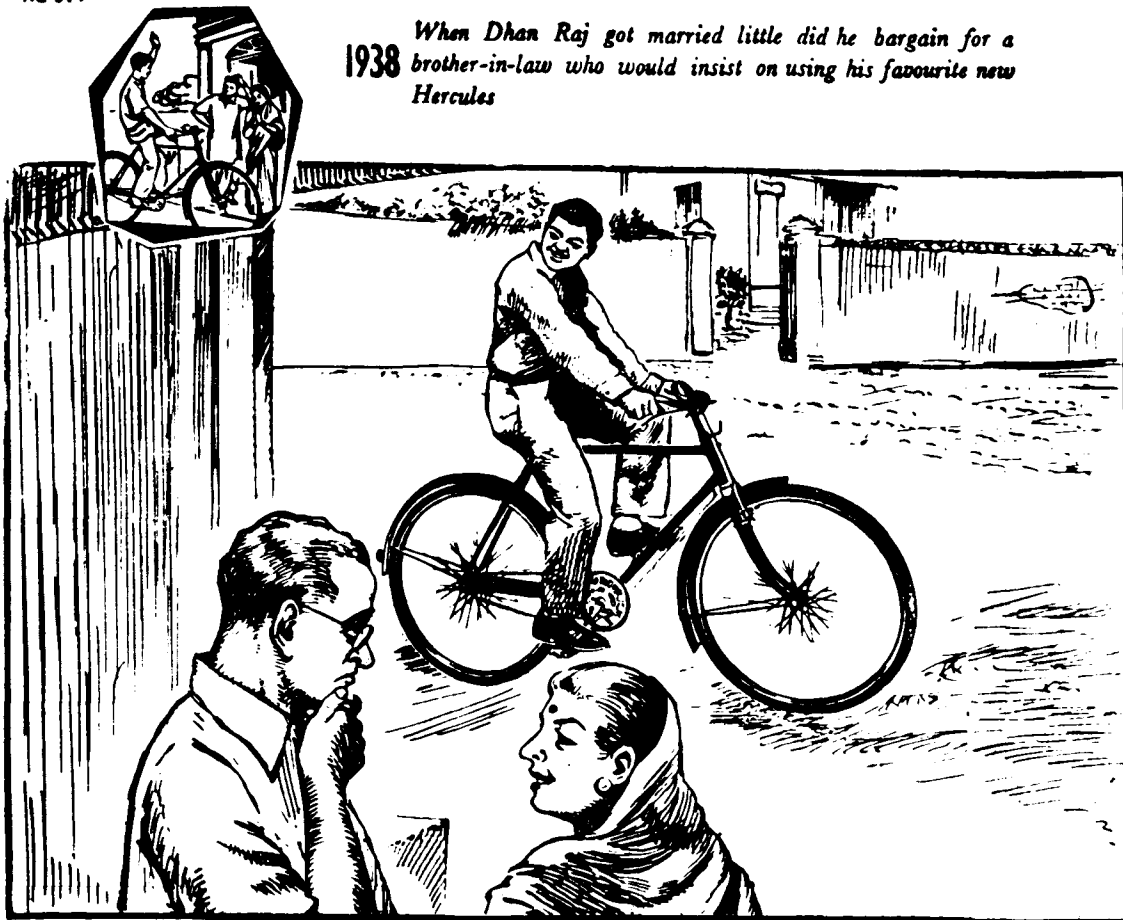
since I don't show any signs of croaking in the near future. Probably only a theoretical interest, one hopes! One day while perusing the advertisement columns, his eye was caught by one advertising the sale of pure leghorn fowls. It took him only a matter of minutes to get the children all excited, and start out with them on a fowl buying trip. The end of an hour saw them back with one outsized white leghorn cock—the only one fowl remaining unsold from the advertised lot. He assured me it was completely pure, though I had my own doubts about it, since its size was too big for a pure leghorn cock. Moreover its wings were flecked with brown. But these trifling details did not bother my husband and he was very proud of the splendid figure that grandfather—as we termed him—cut in our backyard.

The sight of that fine, upstanding cock strutting about in all the glory of his red plumage and white feathers, awakened in me the old desire to have a fowlrun teeming with fowls. But this time, I was not going to have any baskets toppling on my head. Carefully I selected a wide, shallow brass vessel, cautiously I eased my hen on to a dozen pure leghorn eggs, bought from a farm to ensure purity of strain, and kept the whole thing on firm, solid ground. Being quite unversed in the ways of these two footed creatures, I did not know that a hatching hen had to be let out for food and water for half an hour at least

74 34

1938

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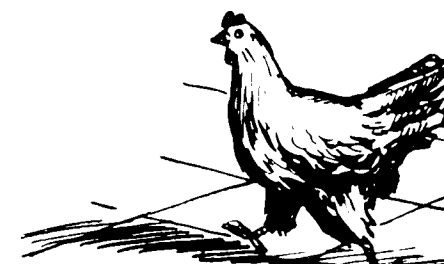
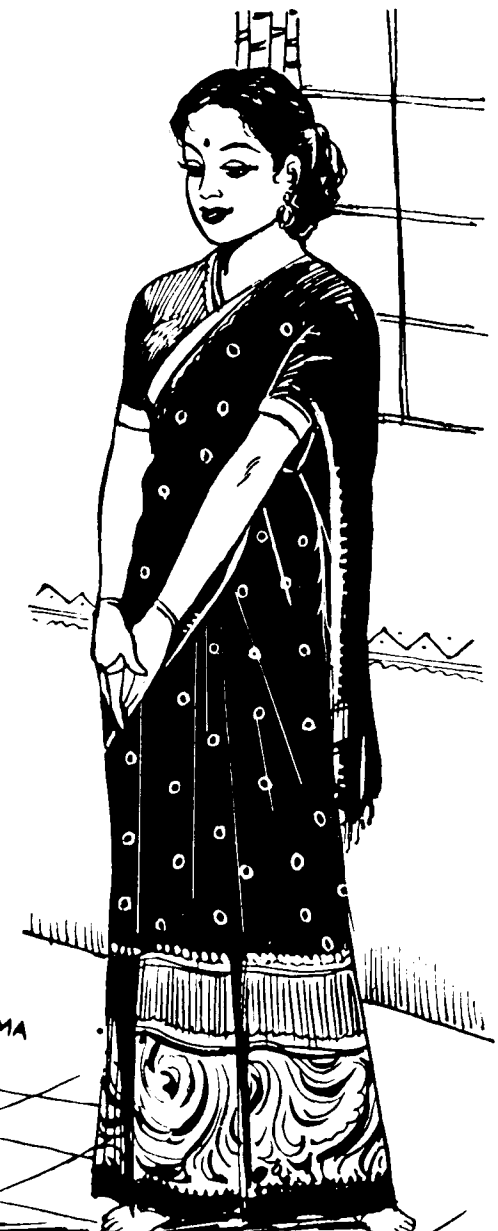
Manufactured in India by: T. I. CYCLES OF INDIA LIMITED, Madras

per day. My cook told me that she had always let out a hatching hen once in three days only. Due to sheer forgetfulness, the three days lengthened to four days before I thought of my hen. I hastened to uncover it, only to find it in the throes of dying agony. This put an effective stop to my interest in fowls.

In turning my back on the fowl species, I had reckoned without my husband. By now, he had begun to take a dangerously active interest in fowl keeping. I say, dangerously, because once he starts an enthusiasm, there is no stopping him. So now he was bent on acquiring fowls, even though he might sink a fortune in the process. As luck would have it, he would remember, at this time, his one time assistant, now retired and owning a farm, some fifteen miles out of town. He boasted that this assistant was a hero worshipper of his and therefore he could buy fowls, for a song, from him. So he drove the ever willing children and now reluctant me, to the farm, the next day. There was a lot of back slapping and pleasantries. But before I knew what was going on, we were back in the car—*plus* a Rhode Island Pair and three supposedly six months old white leghorn hens, all ready to lay eggs. They cost my husband exactly fifty rupees, but what did filthy lucre matter when the fowls we bought were all of champion strain? Had not the parents of our Rhode

Island pair won cups in the recent poultry show held in the City? Thinking of the song for which we should have got all these champion characters, I said nothing.

With the solemn assurances of my husband's hero worshipper, ringing in my ears, I thought that all I had to do now, was to just sit back and the



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eggs would come rolling in. And so they did—for about a month. I had no idea of the kind of food to be given to the fowls, but having heard somewhere that paddy was very good for laying hens, I bought a sack of paddy at a ruinous price (by now, I had given up all hopes of running this on a profitable basis) and started feeding them to surfeit, with it. When my Rhode Island hen laid its first egg—a big brownish tinted one—I felt highly elated. The leghorn hens followed, though their eggs were not so big. I could hardly bring myself to break them for breakfast. Encouraged by these auspicious signs, I tried hatching chicks again, but this time with the eggs of my own hens, and a clucking hen bought from the Moore Market. This, I later learnt, was a mistake. The first eggs of a hen should never be used for hatching, as they are likely to produce weak chickens. The eggs laid by a hen six months after it has started laying, are the most suitable for hatching. But to return to my eggs in the process of hatching, I found that the hatching hen sickened and died on the third day. But this time, I was not going to be deterred by such mishaps. I had the whole village near our house, combed for a clucking hen (I could not use any of my hens as only a country hen is suitable for hatching) and, at last, after twenty-one days of eager anticipation, I was somewhat disappointed to find only three small chicks, peeping out from their broken shells. The remaining six eggs had gone bad, apparently the hens were not taking kindly to me. By now, all my hens had stopped laying too. I could not understand this phenomenon. All the paddy in the world

could not coax one little egg from them. Even my husband's enthusiasm was not equal to such a setback. Disgustedly, he left me alone to struggle with them as best as I could.

About this time, we were transferred to an upcountry place, and our hens accompanied us. On the very first day of our arrival in the new place, I let my fowls out in the huge green compound of our bungalow. In the evening, when they were rounded up, our Rhode Island pair of champion strain was nowhere to be seen. We informed the police at once. A Police Inspector with two constables came the very next morning, made a thorough tour of the premises and took detailed statements from all our servants. Observing this zealous activity, I was sure that our missing pair would be restored to our loving arms in no time. But, alas! their fate remains an unsolved mystery to date. I only hope the police record is not so brilliant in all other cases of thefts as well.

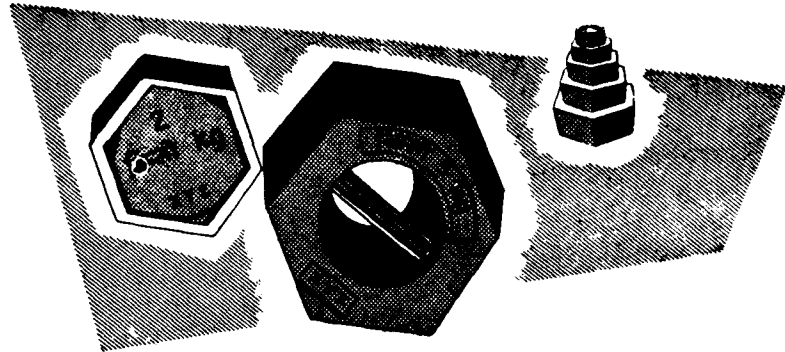
Many months elapsed thus with my hens yielding no return at all. Their food had by now been downgraded from paddy to a few handfuls of cholam thrice a day. The three white leghorn hens, with a pedigree as long as a yard, had all been cut up, one after the other. All I had now were the grandfather, three country hens which I had collected over a period of one and a half years for hatching purposes, and two hens, the first fruits of my stolen Rhode Island hen. These last two were not pure Rhode, but a mixture of Rhode Island and white leghorn. They were good to look upon, but good for nothing else. I had also six, not quite pure leghorn

chickens—the results of my efforts over a period of months. Intending to hatch a few more chickens (like Robert Bruce, I was not giving up, yet) I phoned a friend, who was reported to have had great success with leghorn fowls. This telephone conversation proved a turning point in my struggle with the hens, for, she told me that my hens were not laying for the simple reason that they were not fed adequately or properly. Whole grain, by itself, is not sufficient for hens, especially if they are of good quality, but in addition, they should have a balanced diet consisting of a mix of ragi flour, wheat flour, oilcake and wheat or rice bran, fed to them morning and evening. Gone were the days when I vainly attempted to get something for nothing. I spent and spent well on chicken feed and within two weeks my barren hens were all laying. Rhode Island hens lay big eggs—bigger even than a duck's egg—but they lay very few. But ours, having unwittingly mixed with leghorn, had acquired its good qualities as well, so that we were getting big brown eggs nearly every day. Our chickens also filled out, and within three months, they were laying too. I was riding on the crest of the wave now.

Carried away by such success, we visited the HESARGHATTA farm near Bangalore. Set in beautiful surroundings and abounding with healthy fowl, this Government run farm is worth visiting. We were shown a new variety—black with big white spots all over—called Anchona, imported from the United States and reported to be even better layers than white leghorns. Impressed by the segrega-

tion meeting us on all sides, we too decided to keep just two varieties, white leghorn and Anchona which are the best for laying, and to keep them segregated. Accordingly we bought three Anchona chickens, three white leghorn chickens and a dozen Anchona eggs. As usual, all I got from the eggs were two cocks. But when the chickens grew to six months, I reminded my husband about his promise to build separate enclosures, he airily told me to let them all mix merrily, pointing out the success we had with the Rhode and Leghorn mixed hens. So, today all my twenty hens fowls are in one and the same enclosure. They are beautiful and though I have to spend on them as much as I would have had to spend on eggs, they give me big, fresh eggs. Till today, my husband has not ceased to refer to my foolishness in cutting up his hero worshipper's three fowls though at the time he had consumed them with equal relish. But the most unlooked for return has come in the form of my grown up Anchona cock. It pecks and pecks hard at any human being within its reach. The children, the servants and I, on various occasions, have been the victims of this obnoxious habit of it. So now, when my children are at a loose end, and about to badger me, I direct them to the Anchona cock, whereupon they bait it by prodding it with a stick and take a delicious pleasure in just managing to escape from its furious charge! This game may go on for anything up to an hour. Many have advised me to do away with it, but now that I have unwittingly come upon a good substitute for a baby sitter, I am sitting pretty.

CHANGING OVER TO THE METRIC SYSTEM



India has at present no common system of weights and measures. There are not less than 143 systems in use. This multiplicity gives room for malpractices. The introduction of a uniform system throughout the country based on Metric Weights and Measures will be very convenient and make calculations extremely easy, especially because the country has already adopted the decimal coinage. The Standards of Weights and Measures Act, 1956 has laid down the basic units under the metric system. The reform will be gradual so as to cause minimum inconvenience to the people.

Even after its introduction in an area or a trade, the traditional weights and measures will be permitted to be used for a period of three years.

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10 grams	= 1 decagram
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MULTIPLES	
100 kilograms	= 1 quintal
10 quintals or 1,000 kilograms	= 1 metric tonne

1

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"SOME THOUGHTS ABOUT BEAUTY"

IF you were sitting for an examination and you had to answer the question 'What is Beauty', what would be your answer? I am sure it would take you quite a lot of thinking to write out the answer and even then it would not be the real answer. As a matter of fact, you may never find the answer clear enough to put into words, even though you live to be an old, old man. So, instead of trying to puzzle out the answer ourselves, let us go to the great poets and see what they have to say about it. One of them may give us a better idea.

At the moment, I can think of nothing better as part of the answer, than the line written by the English poet John Keats, which says, "A thing of beauty is a joy for ever."

Now, take note, Keats does not tell us what beauty is, but he does tell us what beauty does to us: that is, makes us feel full of joy, even though it may be only for a few brief moments. Now, let us think a little deeper about this interesting and fascinating subject of beauty.

A little girl is shopping with her mother, when she suddenly sees something in the shop and shouts with joy, "Oh, Mummy, what a lovely little

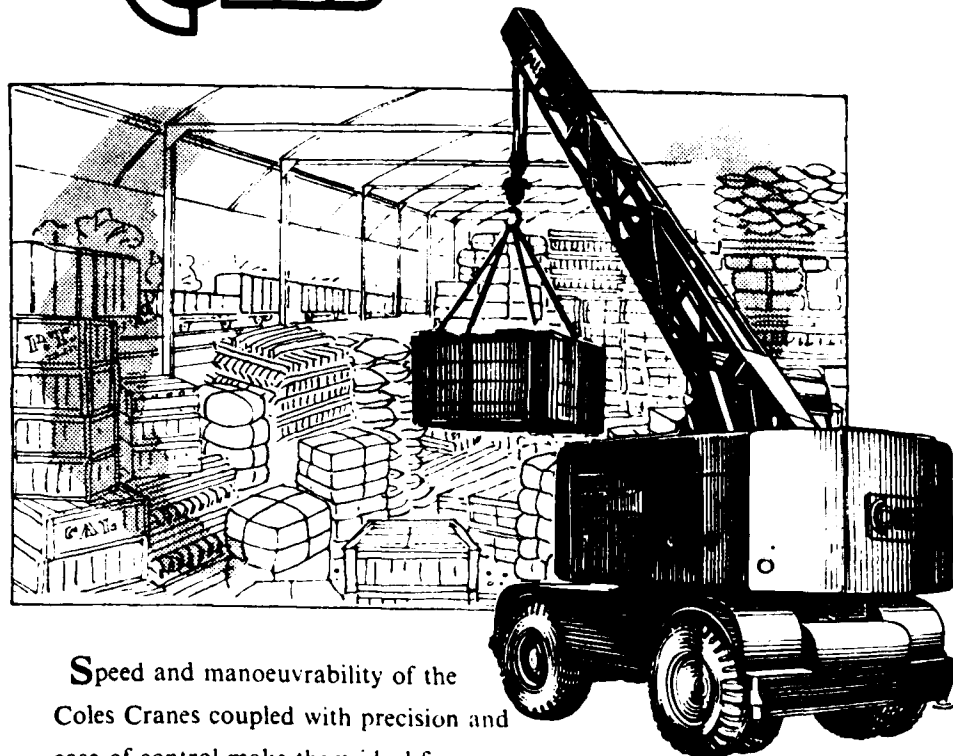
doll!" The little girl has seen the doll, perhaps with golden hair, blue eyes, pink cheeks, and a pretty dress. To her that little toy is at the moment a thing which made her cry out with joy as soon as she saw it. A boy is out walking with his father, when he suddenly sees a shiny, streamlined car draw up and stop near him. He cries out aloud with joy: "Dad, look at the lovely car." The car may be one of the new models, long and sleek and low to the ground, and looks so powerful. To that boy the car is a thing of beauty. An old man is sitting out in the garden of his home. It is late in the evening and the sun is setting in a red-gold blaze of fire. In his heart the old man feels joy filling up and wanting to burst forth. That lovely sunset was for him a thing of beauty.

Usually it is through the eyes that we may see more of beautiful and lovely things, but we have other senses too: ears to hear with, a nose to smell with, a tongue to taste with and fingers to feel and touch with. It is through these senses that we may know and enjoy beauty.

But where can we find beauty, even though, we cannot say what it is. Do we have to specially go out and look for it. No. The more we search for it the more it seems to play a

GOODS YARDS BOTTLENECKS ARE CLEARED BY

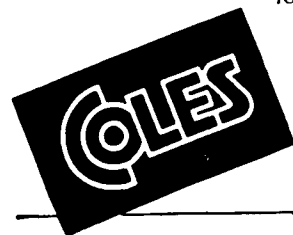
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June 1958

CHILDREN'S CORNER

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game of hide-and-seek with us. But this does not mean that beauty and lovely things are hard to find. In fact, it is easier to find, as beauty and loveliness are really all around us, even though we may not know it. Perhaps the secret lies somewhere inside our hearts, and we must keep all our five razor sharp to see or know where beauty can be found.

Some thousands of years far back in the corridor of time a shepherd in the land of Israel was keeping watch over his flock of sheep one night. There he was alone, in the vast silence of the night. The shepherd looks up at the heavens above him, and what does he see? A vast blue-black arch, with millions and millions of tiny lights winking and blinking. These little lights pricking the blue-black sky were the stars. Then the shepherd suddenly feels a warm glow inside him, which bursts forth in a cry of joy and praise, saying, "The heavens declare the glory of God." The amazing beauty of the heavens and the stars had seemed to pour into his heart a happiness that had to be given away again in joy and praise. So it is that, throughout the ages and right up to our present time, when we look up at the night-sky, we too feel that joy and would like to cry out as that shepherd did.

Take a walk through the jungle, or a lovely garden with flowers in full bloom. If your senses are keen and sharp you feel as if all around you is beauty. If you take a deep breath your nose will take in the lovely scents of the earth, the trees, the flowers in bloom. Stretch out a hand and touch a leaf, the petal of a flower,

and let your fingers linger for a while. What you feel is so lovely to touch, isn't it? Pause a moment and listen with your ears wide open. You will hear the song of the insects, the chirrup of birds, or the soft whirr of the leaves as a gentle breeze floats through the jungle. Yes, this is the lovely song that nature sings, the music that does not come from man-made organs, or pipes, or violins, or flutes, but from the voice of nature. It is from these too, that man has learned to fashion some of his finest songs and melodies.

If you have the good luck to live up in the mountains, or can go there for a holiday now and then, there are things you will see that will take your breath away for sheer beauty. Sit on a rock and look down into a valley and you may see lovely, soft clouds, gently rolling up the hill-side. Or watch the sky sometimes, not for a few moments, but spend a few hours gazing up now and then. You will see some wonderful cloud pictures, so beautiful that you can only think that some wonderful Being is moulding and shaping those clouds for your delight.

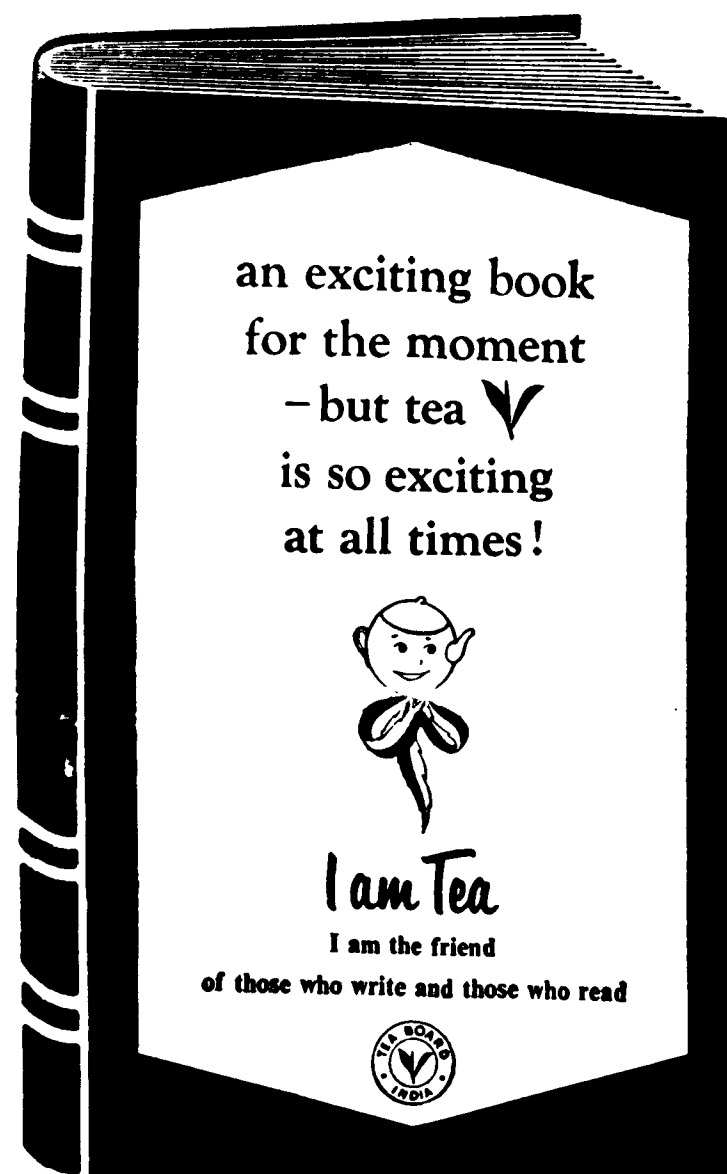
Yes, beauty is really wonderful, and yet so hard to catch and to keep. It is because of this that the artist who paints tries to trap what beauty he sees in a picture, the musician what beautiful sounds he hears in a melody he composes for some musical instrument; the sculptor what beauty he sees will chisel it out in stone or marble or wood. And what about the lovely scents of flowers. It is the chemist who distils those lovely scents

into a bottle for the girls and ladies who delight to use them.

Yes, beauty is all around us, always and at all times. All we need to do is to keep alert to receive it in the thousands and one things we see and

hear and smell and taste. And when we do have such delight, we will always remember Keats' lovely line, "A thing of beauty is a joy for ever".

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Sealed tenders are invited for the supply of 20 tons of galvanised steel wire for signalling purposes 70 to 80 tons per sq. inch to specification SI-51, 6 SWG and 10 SWG (10 tons each) and will be received by the Controller of Stores, Southern Railway, Ayanavaram P.O., Madras 23, before 3 P.M. on 24-7-1958 and will be opened by him at 3 P.M. on 25-7-1958.

The prescribed form of tender is obtainable on payment of Rs. 5 per copy in cash or by M. O. Remittance by any other means will not be accepted.

The last date for the receipt of earnest money, viz., Rs. 500 by the Chief Cashier, Southern Railway, Madras-3, is 22-7-1958.

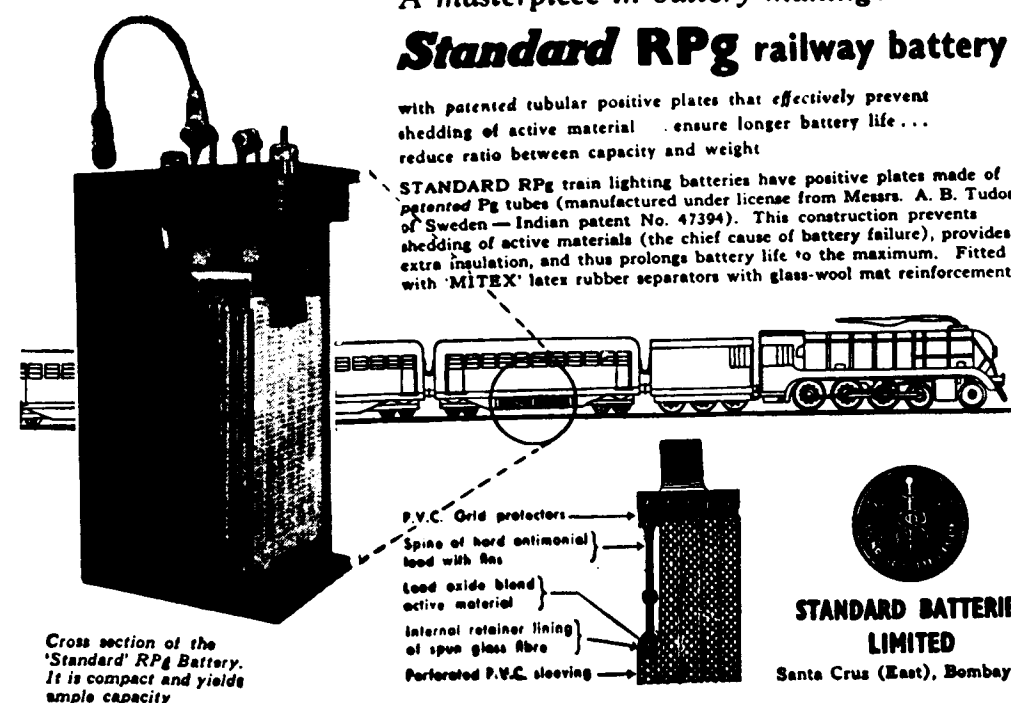
Tender forms will not be issued after 3 P.M. on 21-7-1958.

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PUSH BUTTON RAIL ROADING

The use of automatic devices to speed up rail traffic, often called "push button" rail roading, has become a reality in the U.S. The Seaboard Airline operates a switch yard in Hamlet, North Carolina where modern automatic devices have reduced operating costs and have cut train assembly time by two-thirds. At the Hamlet yard, centre of five main lines of the 4,000 mile Seaboard system, 3,000 freight cars are separated, regrouped and reassembled daily so rapidly that a train leaves the yard every 30 minutes day and night.

- A. Wagons entering the Hamlet yard are automatically switched on to the 58 tracks, with all wagons for a certain destination on one track. There are 70 miles of track accommodating more than 5,000 wagons. After classification is completed a locomotive assembles a train, placing wagons in the order of station stops.
- B. The Hamlet yard has many modern methods of communications including radio, telephone, teletype, telegraph, pneumatic messages, tubes and tape recorders. This man is using a portable "Walkie-talkie" radio.
- C. Buttons and lights on the control panel in the control tower at Hamlet guide the movement of the freight wagons on to the classification tracks mapped on the right. When the operator pushes one of the buttons with his left-hand, an electronic "brain" lines up switches so that freight wagons roll slowly and smoothly down the hump.
- D. As the train enters Hamlet yard, each wagon moves slowly over an electronic scale which determines its shipping, weight and the momentum it would attain if it rolled uncontrolled down the 20 feet "hump" on to one of the classification tracks.
- E. As a wagon rolls down the "hump" its speed is controlled by pairs of metal retarders along the track. Retarders grip the wheels whenever a car travels too fast. For coupling, the retarders reduce speed to less than 4 m.p.h. to protect wagons and their contents from damage. The retarders are electronically controlled.

[For captions see next page]



INDIAN RAILWAYS

(Annual Number, 1958)

This interesting magazine, published by the Railway Board, which has already established itself as a source of authentic information about the working of the Indian Railway system, has completed two years of successful career and the Second Annual Number under review is luxuriously got up, containing a score of important features pertaining to the Railways well written on varied topics by the Chairman and Members of the Railway Board and other distinguished writers of different nations, with a profusion of illustrations and an attractive colour cover page drawn with the influence of modern art.

In his article "Leadership amongst Railwaymen" Sri P. C. Mukerji, Chairman, Railway Board, calls upon the Railwaymen to make an united effort to complete the big tasks entrusted to the Indian Railways during the Second Plan period and also brilliantly describes in detail the numerous measures taken by the Government for the welfare of railway workers. The article "Railways Today" by Sri Karnail Singh, Member, Engineering, Railway Board, is very interesting. "Keeping the Nation's Wheels Moving" is another interesting article by Sri K. B. Mathur. "Transport Planning on Long-term Basis" is an

informative article by Sri K. Santhanam. The writer, a former Minister for Railways, makes a powerful plea for a co-ordinated long-term planning of India's transport needs, not only in respect of the Railways but also in the fields of road transport, coastal shipping and civil aviation. Sri S. R. Kalyanaraman in his article "Towards Better Rail Travel" portrays the various improvements in the travel conditions, particularly for third class passengers, since independence and comments that no tangible relief would be possible for some time in respect of over-crowding though much has been and is being done to still further improve the travelling conditions. He concludes his article with an appeal to the railway employees to be more considerate towards the less fortunate and illiterate passengers and endeavour to make the rail travel as comfortable as possible under the prevailing conditions to justify the slogan "Courtesy your right and our duty". The article "Towards Realisation of Plan Objectives" is very interesting. A high percentage of overaged rolling-stock, and the one-way flow of goods traffic from north to south resulting in the return of a large percentage of empties, are some of the major problems of the Southern Railway and Sri S. K. Mukerji, Chief Commercial Superintendent, Southern Railway, brilliantly describes in this article the various steps taken by the Railway to combat these problems.

June 1958

BOOK REVIEW

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Mr. William T. Faricy, Chairman of the American Rail Roads in his article "U.S. Rail Roads" explains how the enormous problems of the U.S. Rail Roads are being tackled. Reviewing the activities of the Canadian National Railways, Mr. Donald Gordon, Chairman and President, in his article "Freight Tonnage Dwindles" narrates the improved freight and passenger services provided in his railway and other significant steps taken to modernise the operating and accounting devices. "Rebuilding Yugoslavia's War-torn railway system" by Mr. Djordje Savicevic. "Early days of steam locomotives" by Mr. A. L. Stead, and "British Loco-builders' contribution to Railway progress" by Mr. C. M. Cock are other noteworthy contributions in this issue.

The articles "Accent on Operational Efficiency" and "Will the Indian Railways deliver the Nation's Goods?" are also interesting. The picture-story "Dreams of the Past" and "Odd and interesting facts about the Rail Roads" illustrated through pen and ink medium are of highly educative value. There are excellent photo inserts, humorous cartoons in colour, and paintings distributed all over the magazine. Gandhiji has stated that one can argue with sticks but not with statistics. The Informative statistical datas, charts, maps, etc., concerning the Railways help us to understand the erudite articles and various technical problems. The colour photo-insert of the three important stations in the Indian Railways is really attractive. The photo-news of VIPs on Indian Railways is another salient feature of the magazine. With the messages of the Railway Minister

and Deputy Ministers, the magazine is outstanding in many ways. Its design and get up are very good and for the mind it contains inviting food and there is no doubt this will serve as an 'apex journal' reflecting the national role of the Railways in the life and economy of the country. In short, this sumptuous well got-up magazine is a good presentation of many good things and sets up, a standard for journals of its kind.

THACKER'S DIRECTORY

The Ninety-fourth Edition of the Thacker's Indian Directory, which has been recognised as an indispensable book of reference by those who are interested in Indian Trade and affairs, is richer and fuller than ever, containing more important classified trades and professions of India, Burmah and Ceylon. The Directory contains complete and detailed informations of the Government of India, Banks, Insurance Companies, Commercial houses including Chambers of Commerce, leading Newspapers, Hotels and Restaurants, Transport, etc. Places of Tourists interest also find a place. Complete and detailed information about the chief industries, mines, minerals and plantations have also been given in the Directory. Foreign Traders and merchants with their Agents in India and Pakistan have been classified according to the trades and professions. "The Second Five-Year Plan of India at a glance" is a notable feature of the Directory. Strict observance of the States Reorganisation Act, 1956, has been maintained in compiling the 'States of India' official section. World Trade and professions

have been alphabetically arranged showing the names of the firms of the different countries of the world dealing with the same. The "Industrial Review" contains a survey of some of the chief industries in India in detail with datas. Chambers of Commerce of the different countries in the world also find a place in the Directory. Other material supplied in the Directory are also comprehensive and authoritative. The Directory will be very useful for business houses, Government Departments and Chambers.

CALTEX CIRCLE

The Second Number of this journal published by the Caltex (India) Ltd., Bombay, is very nicely got up with several readable contributions. To a tradition loving Hindu home Rangoli is a ritual and the significance of this is well explained by Sri S. R. Kasbekar with colour illustrations. 'Mass Murder for a silk shirt' is an interesting and informative article depicting the silk industry. "Supply and Distribution" is a humorous sketch explaining the supply and distribution work of the Caltex. "Madras, Metropolis of the South" by Sri R. Krishnamurthy is specially illuminating this issue with beautiful colour transparent photos. The features Photo Quiz, Profile on, and Caltex Clubs, chronicle

the important activities of the Caltex staff. The other fare supplied all over the magazine is also interestingly delicious. The cover page with a colourful illustration of dyeing the handloom fabrics, is very attractive.

MYLAI HINDI VIDYALAYA COMMEMORATION VOLUME

*Editors :—Messrs. Mahesh Narayan,
Krishnamurthy and Vishnupriya*

Apart from the political significance attached to it, learning of Hindi has been recognised as essential to the citizens of India, as a national prestige. There are many institutions working for the propagation of Hindi and Mylai Hindi Vidyalaya is one such, in which Railway employees like Sri Vishnupriya are taking active part for the propagation of Hindi, particularly, amongst Railwaymen. The authorities of the Vidyalaya have brought out a pleasant publication on the occasion of their third anniversary, which contains articles on the literary heritage of Hindi, exhibiting the great literary potency of the South Indian writers. The Volume has been well got up with informative material and will be very useful for Hindi students.

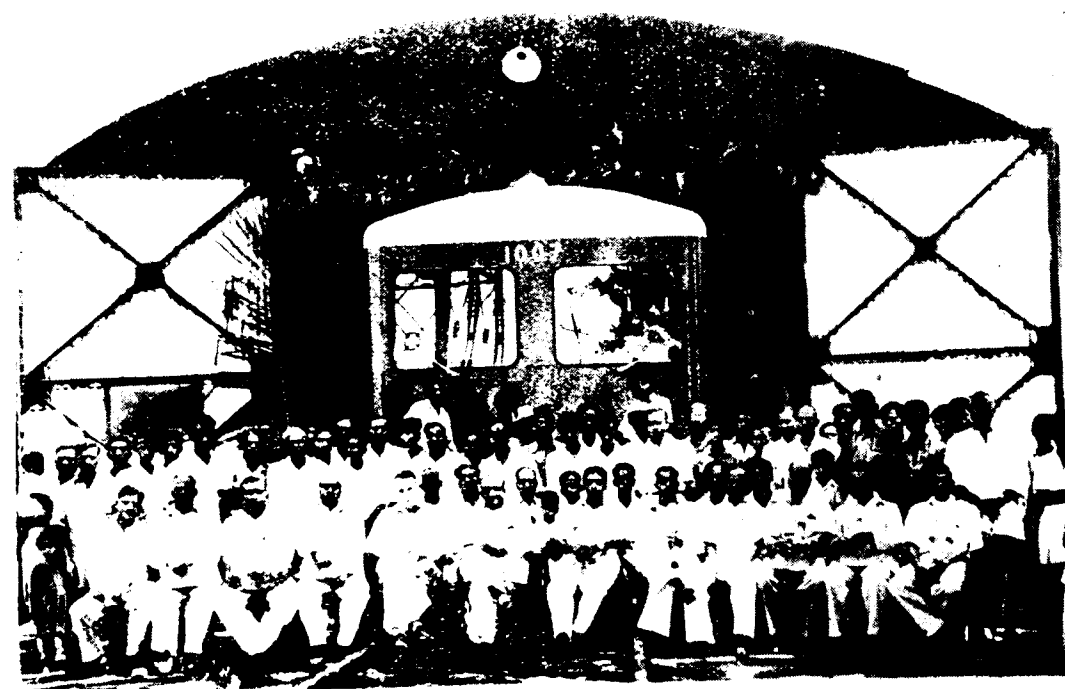
S. VEDANTAM

S. R. NEWS

INAUGURATION OF DIESEL RAIL CAR SERVICE— VIJAYAWADA DIVISION

The Diesel Rail Car services were inaugurated by Sri M. S. Moorthy, Divisional Superintendent, Vijayawada, on the Cocanada Port-Samalkot section at a brief and pleasantly got up function on 30th April at Cocanada Port. 12 out of the 24 Diesel Cars presented to the Indian Railways by the Australian Government under the Colombo Plan, were earmarked for the Southern Railway, and they are being put into service on the Cocanada Port-Samalkot section and between Tuni and Tadepalligudem on the main line. To start with, four trains each way, consisting of two units, have been introduced on the Cocanada Port-Samalkot section.

Sri I. B. Macfarlane, Design Engineer, seated to the right of Sri M. S. Moorthy, DS Bezwada, who is in the centre. The Officers of Bezwada Divn. are seated in the same row. The staff are seen behind



The function was attended by a representative gathering of officials and non-officials from Cocanada and Samalkot. In a brief speech Sri M. S. Moorthy, Divisional Superintendent, Vijayawada, thanked the Australian Government for their kind donation. A report about the design and working of the Diesel Cars was read out by Sri S. Krishnaswamy, Divisional Mechanical Engineer, Vijayawada, and Mr. I. B. Macfarlane, Design Engineer from Australia. The Divisional Superintendent then took the invitees and showed them round the cars. The service was inaugurated when the first train took the invitees and passengers from Cocanada Port to Samalkot.

Sri M. S. Moorthy speaking at the function



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CE 532

ST. JOHN AMBULANCE, BEZWADA AMBULANCE DIVISION

A contingent of 13 members of Southern Railway Bezwada Ambulance Division were on "public duty" at Narasaraopet station premises for 3 days in connection with "Mahasivarathiri" festival. Dr. V. Srinivasan, District Medical Officer, Bezwada and Divisional Surgeon, Bezwada Ambulance Division was present at Narasaraopet on Inspection. The contingent was under the control of four officers of the headquarters Ambulance Unit, Madras, who were specially deputed to undertake "Public Duty" at Narasaraopet Railway station. 10 minor cases of wounds, bruises, cuts, swooning, etc., and 6 major cases of bleeding, etc., were treated on the spot by the Railway Ambulance personnel.

Sri T. V. Ramaswami, Assistant Operating Superintendent, Bezwada, on special duty said that the Railway Ambulance personnel had rendered very notable service there.

FAREWELL PARTY TO SRI N. SANKAR NARAYAN, DEE

The Ministerial and Executive Staff of the Electrical Branch, Hubli, gave a Tea Party at the Hotel KRISHNA BHAVAN, Hubli, on 3rd April 1958, Thursday, to bid farewell to Sri N. Sankar Narayan, DEE, on the eve of his transfer to Madras.

The farewell function was well attended by the staff. The in-coming DEE Sri T. D. Joshi and AEE Sri S. P. Sud were present. The representatives of the Press were also present by invitation.

A farewell address was presented to Sri N. Sankar Narayan on the occasion by Sri G. Satyanarayana Rao, Train Lighting Foreman, Hubli, on behalf of the staff. The staff representatives, both Ministerial and Executive, spoke in high appreciation of the services rendered by the DEE.

Sri N. Sankar Narayan, in his reply, thanked the staff for the kind tokens of respect and affection.

Sri S. Rajagopalan, DS Trichinopoly inaugurated the Railwaymen's Cultural Forum at Trichinopoly Fort on 14th April



SRI S. V. RAMASWAMY, Deputy Minister for Railways at Madras



Sri S. V. Ramaswamy, inside the saloon at Madras Central

Sri S. V. Ramaswamy, shaking hands with Sri D. B. Patel, previous S.D.G.M. in the Officers' Club

Sri S. V. Ramaswamy, inside the signalling cabin

Srimathi Ramaswamy in the saloon

The party is walking with the Dy. Minister for Rlys. in the Tondiarpet Marshalling Yard

Sri S. V. Ramaswamy, Dy. Minister, getting down from the Control Tower in the Tondiarpet Marshalling Yard



A view of the Press Conference held by Sri S. V. Ramaswamy, Deputy Minister for Railways in G.M.'s room

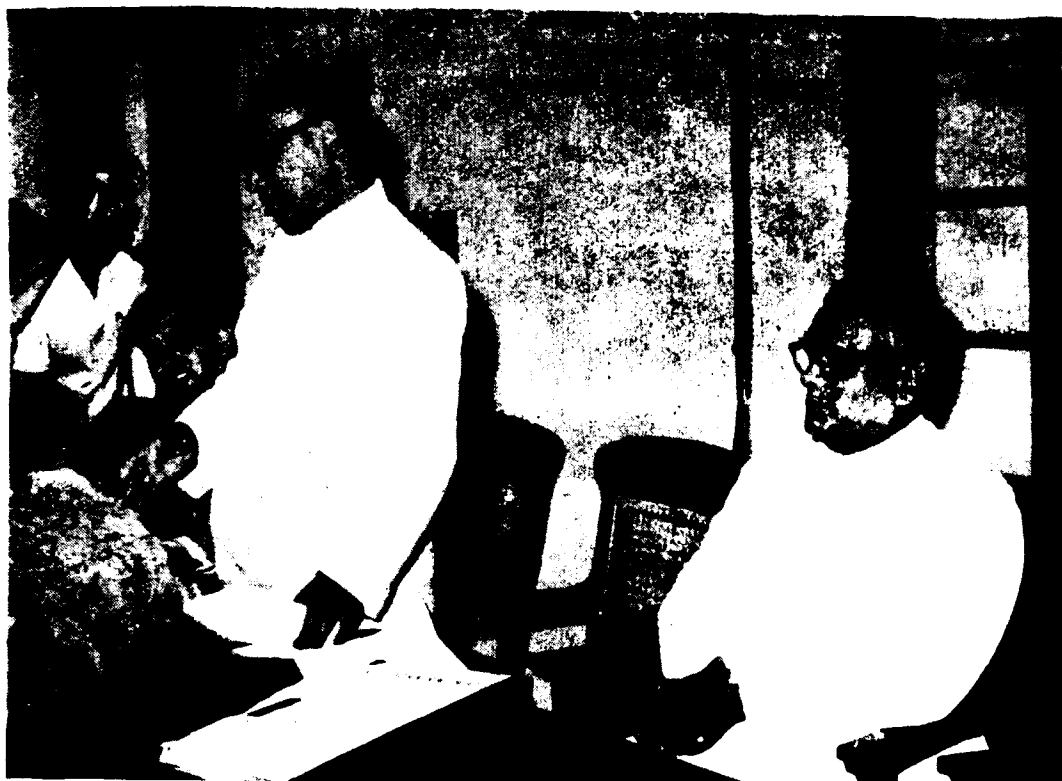
Deputy Minister Sri S. V. Ramaswamy addressing the Officer's Club. On the left of the Deputy Minister is Srimathi Ramaswamy. On her left is Srimathi A. C. Mukerji



THE DEPUTY MINISTER FOR RAILWAYS AT OLAVAKKOT

Sri S. V. Ramaswamy accompanied by Srimathi Seethalakshmi Ramaswamy arrived at Coimbatore from Rajahmundry, Ootacamund late in the evening on 24th May after fulfilling a number of engagements en route. He took No. 511 next morning (25.5.1958) at 8.50 hours after

fulfilling a round of heavy engagements at Coimbatore in the morning prior to entraining. The train which was worked by the Divisional Mechanical Engineer travelled at a crawling speed on approaching Olavakkot yard and the Hon'ble Minister had a good view of the Creosoting Plant erected



Sri S. V. Ramaswamy replying to the various points in the Memoranda submitted by the staff and residents of the Colony at Olavakkot

at Olavakkot recently at a cost of Rs. 23 lakhs and the Divisional Superintendent who was accompanying explained the working of the plant. Utilising the cover-up time the train steamed into Olavakkot platform at 10-48 hours and the Hon'ble Minister and Srimathi Seethalakshmi Ramaswamy were warmly received on the platform by the Railway staff, officers and their wives and the District Collector and the District Superintendent of Police. A Guard of Honour by the St. John Ambulance Brigade and the Rovers was presented followed by welcome greetings by caprisoned elephants to the accompaniment of music. The Deputy Minister and his

wife motored to the Railway Colony followed by other officers and staff. On arrival at the Colony Srimathi Seethalakshmi Ramaswamy was received by Srimathi Geetha Chaudhury and wives of officers and conducted to a specially erected pandal where the wives and children of railway employees and women members of the staff had assembled. Srimathi Seethalakshmi Ramaswamy was requested to inaugurate the Mahila Samajam of Hemambika Nagar Railway Colony. She addressed the ladies assembled there and gave them valuable advice in conducting the organisation and made kind enquiries about life in the Colony. The

pleasant function came to a conclusion after a vote of thanks. Srimathi Seethalakshmi Ramaswamy was then taken round the Colony where she inspected the quarters and other amenities provided for the staff.

The Hon'ble Minister accompanied by the Railway Officers, the District Collector and the District Superintendent of Police inspected the watering arrangements and various types of quarters in the Colony constructed at a cost of over Rs. 30 lakhs and discussed with the officers the facilities that are available for the staff. The Minister stressed the importance of growing avenue trees and for maintaining the Colony in a very tidy and beautiful state. Then the Minister came to the Divisional Office where

he received memoranda from various sections of the staff. The Hon'ble Minister replied to their representations suitably.

The Minister had discussions with the District Collector and others and the local Press Representatives. On his way to the station he inspected the proposed site for the new Divisional Office to be constructed at a cost of Rs. 13 lakhs.

No. 537 passenger by which the Minister travelled left Olavakkot at 11-49 hours, and on arrival at Shoranur he was greeted by the staff and members of the Employees' Sangh. A memoranda was presented to him and he replied to it suitably. The Minister continued his journey to

Smt. Ramaswamy with lady members of staff, wives and families of Railway Staff and Officers at the Colony at the inauguration of the Mahilasamaj



Ernakulam South where on arrival he was greeted by the Administrative Officer, Cochin Port—Sri S. Venkataraman, District Collector and the Divisional Superintendent, Madurai. He then motored to the Guest House where he held a Conference with the Press Representatives in the night.

Next morning, on 26-5-1958, the Minister was taken round the Port by the Administrative Officer and the Divisional Superintendent, and he was shown all the developments proposed in the Five-Year Plan. He then met the officers of the Port at the office of the Administrative Officer and received a memoranda from the

Cochin Chamber of Commerce to which he replied suitably. Subsequently the Minister inspected Cochin Harbour Terminus station and yard and the proposal for Metre Gauge extension and marshalling yard and also food grains shop under construction. He then received a memoranda from the Employees' Sangh at the Railway Rest House to which he replied suitably. On his return to the Guest House he gave an interview to the Representatives of Passenger Association and immediately left for Trivandrum at 13-10 hours by No. 617 over the newly constructed Ernakulam-Quilon line.

Sri S. N. Barua, our new Senior Deputy General Manager



RAILWAY WEEK AT GOLDEN ROCK





Training of Indian Railway Officials (Subordinates) with SNCF (Société Nationale des chemins de fer français) in France, Germany, Belgium and Switzerland in connection with the A.C. electrification on the E. & S.-E. Rlys.



K. R. Vittal Rao, Draftsman-Surveyor, Chief Engineer's Office and Vasantha were married at Mayuram on 9th May

Personnel from S. Rly.

(Now transferred to S.-E. & E. Rlys.)

1. Sri V. Venkatapathiraju, Motor Man
2. „ A. Mathais, Motor Man
3. „ S. Ananda Padmanabhan, Motor Man
4. Sri M. K. Kunhikanaran, Motor Man
5. „ L. J. Shafon, Motor Man
6. „ R. Bhasker, Chargeman, who is now officiating as Assistant Foreman (not in Photo)

A Farewell Party was arranged on 8th April, in honour of Sri M. Nagaraja Rao, DME and Divisional Supdt., St. John Ambulance Brigade (India) Bezwada Division on the eve of his transfer as Works Manager, Perambur



OPENING OF NEW CANTEEN AT MYSORE



Sri P. T. Padmanabhan, Divisional Supdt., Mysore, formally opened the new Canteen building constructed at a cost of Rs. 22,000, on 19th May. The function was well attended by the staff and officers of Mysore



Sri G. N. Nair, Divisional Superintendent, Madura with the artistes who staged the One Act Malayalam Drama at Madura during Railway Week

Smt. G. N. Nair distributing the prizes to the winners of the various events held during Railway Week at Madura



'Help us to help you'

"Cleanliness is next to Godliness", according to an old adage. Clean surroundings radiate joy. More than that they help in controlling diseases. On Railway Platforms, in Waiting Rooms and in Carriages, etc., where people gather, it is of paramount importance to maintain proper hygienic conditions, to preserve the health of the passengers. You can help the Railways in this fight against diseases by :

Extending your co-operation for keeping the surroundings clean and by availing of the services of Sanitary Staff provided at stations whenever required.

(Issued by Northern Railway on behalf of Indian Railways)

It is for your good !

IT IS NOT SAFE TO WALK ACROSS THE RAILS AS A SHORT-CUT. IT MAY COST YOUR LIFE. MAKE USE OF OVERBRIDGES TO GET ACROSS.

IF YOU TRAVEL LIGHT YOU WILL FEEL COMFORTABLE AND MAKE YOUR FELLOW PASSENGERS ALSO FEEL THE SAME.

STATION SURROUNDINGS WILL REMAIN CLEAN IF ALL UNWANTED THINGS ARE THROWN INTO RUBBISH BINS PROVIDED FOR THE PURPOSE.

DO NOT RISK YOUR LIFE BY TRAVELLING ON THE FOOT-BOARDS. IT IS NOT ONLY DANGEROUS BUT ALSO AN OFFENCE UNDER THE INDIAN RAILWAYS ACT.

BEGGARS AND HAWKERS BESIDES INDULGING IN TICKETLESS TRAVEL ADD TO OVERCROWDING. DISCOURAGE THEM AS BEST YOU CAN.

ISSUED BY SOUTHERN RAILWAY